POTENTIAL SITES FOR A NEW CHICAGO AREA AIRPORT

(101-70)

HEARING

BEFORE THE

SUBCOMMITTEE ON AVIATION

OF THE

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION HOUSE OF REPRESENTATIVES

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

JUNE 11, 1990, AT CALUMET CITY, IL

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Subcommittee on Aviation

hearing on

Potential Sites for a New Chicago Area Airport

6:30 - 9:00 p.m.
Monday, June 11, 1990
at
Thorton Fractional North High School Auditorium
755 Pulaski Road
Calumet City, Illinois

Summary of Subject Matter

The hearing will receive testimony on potential sites for the future location of a third commercial airport in the Chicago area. Four potential sites (Kankakee, IL; Peotone, IL; Gary, IN; and Bi-State Airport on the Illinois/Indiana border) have been identified by the Bi-State Policy Committee for Site Selection and Master Plan Study of the Third Airport Proposal. The City of Chicago has proposed the Lake Calumet site in South Chicago. A sixth site in Colfax Township, Newton County, IN, has also been proposed by Newton County. A map showing these locations is provided at the end of this summary.

The Need for a Third Airport in Chicago

The Chicago area is presently served by two commercial airports, Chicago O'Hare International and Chicago Midway. There

are also several general aviation airports in and around Chicago.

O'Hare is the largest airport in the United States when measured in terms of enplaned passengers. Over 29 million passengers, or nearly 6% of the national total, boarded aircraft at O'Hare in 1989.

O'Hare is also the largest airport in terms of total aircraft operations. In 1989, there were approximately 800,000 landings and takeoffs at O'Hare, or approximately 2,200 per day. The nation's two largest airlines, United and American, use O'Hare as a major connecting hub in their operations. United operates a combination of 816 daily arrivals and departures at O'Hare supported by another 88 United Express commuter flights. American operates 540 daily arrivals and departures at O'Hare with another 280 American Eagle commuter flights.

Midway Airport, though relatively small compared to O'Hare, is the nation's 39th largest airport with approximately 3.3 million enplanements in 1989. Midway Airlines uses Midway Airport as its national hub. There are over 296,000 annual operations at Midway. This makes it 35th in ranking, just behind Baltimore Washington International and Houston Intercontinental Airports.

The Federal Aviation Administration forecasts that passenger

traffic at O'Hare and Midway will continue to grow. The Federal Aviation Administration forecasts passenger enplanements at O'Hare to increase to over 38 million in 1995, over 42 million in the year 2000, and to approach 47 million by 2005. An August 1988 study by the Illinois DOT forecasts that O'Hare enplanements could reach 60 million in the year 2020. This study will be discussed in more detail later in this summary.

In order to accommodate this forecasted passenger growth operations at O'Hare are expected to grow from the approximate current annual total of 800,000 to 842,000 in 2005. The August 1988 study foresees the possibility of 920,000 annual operations in 2020. Growth in passenger traffic at Midway is also expected to continue through the balance of the century, likely reaching 5 million annual passengers.

O'Hare has become one of the most congested airport facilities in the country. Likewise, the airspace in the vicinity of Chicago is also congested. This congestion results in delays to the travelling public, and this congestion has ramifications beyond Chicago as congestion there often cause delays at other airports.

With respect to delays and congestion at O'Hare, the U.S. Department of Transportation's Air Travel Consumer Reports for 1989 indicate that 31% of the flights arriving at O'Hare and 26% of the

flights departing O'Hare ran 15 minutes or more behind their scheduled arrival and departure times. In the summer months of 1989, the percentage of delayed flights was 36-39%. These delays are even beyond the extra time that is built into airline schedules to account for anticipated delays at locations such as Chicago.

The DOT Reports also provide data on particular flights that experience 15 minutes or more of delay from their schedules at least 80% of the time. Nationwide, in January 1990, 32 flights were in this category. Seven of the 32 involved flights to or from Chicago, the highest number for any airport with flights on this list.

The Federal Aviation Administration also collects data that reflect the efficiency of air traffic control operations at particular locales. For this purpose, the FAA measures a delay from the time a flight crew requests to leave the gate. (Delays perceived by passengers would be of greater magnitude, since the request to leave the gate may come well after the scheduled departure time due to waiting for connecting flights to arrive, mechanical difficulties, or waiting for food service.) The FAA figures indicate the ability of the air traffic control system to accommodate traffic demands at a particular airport, in this case O'Hare.

From May 1989 to April 1990, there were nearly 63,000 departure delays of 15 minutes or more at O'Hare. This was 17% of the national total of delays, and higher than any other airport. These 63,000 delayed flights were 7.3% of the total flights at O'Hare. This is nearly three times the average proportion of delayed flights of 2.6% at the 55 largest airports. During last Summer at O'Hare, the ratio of delayed flights to the total ran at 10-11%.

These delays are attributable to a number of causes, but peak-hour congestion in the air around Chicago and on the ground at O'Hare (particularly during inclement weather in Chicago) is a major cause of inefficient air travel at Chicago.

It should be noted that the number of hourly flights schedules at O'Hare are restricted by the Federal Aviation Administration's High Density Rule. The High Density Rule restricts the number of hourly flight operations at four of the nation's airports (O'Hare, New York's JFK International, New York's LaGuardia, and Washington National) for air traffic management reasons. So O'Hare could physically accommodate more flights with the existing facilities albeit with increased delay and inefficiency. O'Hare could also accommodate more total operations by adding to non-peak flying times, but the travelling public largely wants and needs to fly at the peak times, much as ground commuters need to drive at the rush hour in order to be at work at a particular time.

Without development of new runways and other ground facilities at O'Hare, further traffic growth at that airport will result in even greater inefficiency and delays for travellers. However, further development at O'Hare is an extremely contentious issue as citizens residing near the airport are very opposed to further expansion because of the environmental impacts, particularly noise, on their communities. Though there has been discussion of adding additional runways at O'Hare to accommodate more traffic, plans to do so are on hold for the forseeable future.

There are also questions of whether the supporting infrastructure such as road access to O'Hare could ever be adequately developed to move larger volumes of passengers to and from the airport effectively and efficiently.

For these reasons, a consensus has developed at the local level and among national policy makers that a third major airport should be built in the Chicago area in order to accommodate anticipated growth and demand more efficiently rather than continuing to rely solely on the existing facilities. As yet, there is no consensus on where this new airport should be located.

The Process of Selecting a New Airport Site

Serious consideration of a third commercial airport in the Chicago area began in June 1986 when the Illinois Department of Transportation commissioned the Chicago Airport Capacity Study. The study's purpose was to determine the need for and appropriate timing of another airport as well as to propose potential sites for that airport. The Illinois DOT, Wisconsin DOT, Indiana DOT, City of Chicago, the Federal Aviation Administration and the Air Transport Administration formed a policy committee to guide the study. The study also drew upon advice and assistance from a number of regional planning commissions and business groups.

A report was issued in August 1988. In short, the study concluded that given future passenger traffic demand, particularly after the turn of the century, a third airport would be needed in the Chicago area as early as the year 2000 and certainly by the year 2020.

The study also made preliminary evaluations of four existing airport sites and 11 non-airport sites. The preliminary evaluation were made on the basis of passenger demand, air field configuration requirements, airport access, capital costs, FAA airspace analysis, and social and political considerations.

The August 1988 Report identified four sites for further detailed analysis and evaluation, Gary Regional Airport and three non-airport sites (Kankakee, IL; Peotone, IL; and Bi-State on the Illinois/Indiana border). The Report also identified broad ranges of development costs, economic impact, attractiveness to passengers, and environmental concerns for each site. Development costs for all sites ranged between $1 and $2 billion under different scenarios.

The States of Illinois and Indiana decided to undertake further analysis and evaluation of the four sites identified in the August 1988 study and formed a Committee to oversee and guide the evaluation and site selection work. The Committee, known as the Bi-State Policy Committee for Site Selection and Master Plan Study, is composed of representatives from the two states, including the Governors' offices, the City of Chicago, the City of Gary, the FAA's Great Lakes Region and others.

In December 1989, the Bi-State Policy Committee developed a work program establishing the timetable and criteria for evaluation of the four sites. The Work Program also stated that an economic impact and extensive environmental assessment would be done for each of the sites. Also, specific runway configuration plans would be developed, airspace analysis would be made, as well as an assessment of ground access. This work would take approximately two years.

Based on all of this analysis, one of the four sites would then be selected. At that point, the Work Program would turn to developing a detailed Airport Master Plan for that site including a financial plan to develop the airport. This aspect of the Work Program is scheduled to take approximately one year, making the entire Bi-State Committee selection process approximately three years from whenever it starts.

The work program of the Bi-State Committee is expected to cost $5-6 million and is being financed with a grant from the Federal Aviation Administration.

In February of this year, the City of Chicago issued a Feasibility Study for another site, located in the Lake Calumet area of Chicago. Since that time, the two states, the City of Chicago, the FAA, and the U.S. DOT have been negotiating as to whether and how to bring the Lake Calumet site into the site selection process of the Bi-State Policy Committee. The FAA does not want to fund two separate site selection and master plan studies. At issue are the membership of the policy committee that guides the site selection process, the common criteria for selecting a site and how these criteria will be weighed, the role of airlines in the process, to whom the consultants doing much of the work under contract would be accountable, and the final authority of the Committee to select a site. These discussions are ongoing.

Also recently, there have been press reports of discussions between the City of Chicago and the State of Indiana over coming to an agreement on joint support of a site located between the Lake Calumet and Gary sites.

Finally, in April of this year, a consultant's feasibility study regarding a site in Newton County, IN was released. Newton County is also seeking to be included in the Bi-State Policy Committee selection process, but there does not appear to be interest in doing so on the part of the States of Indiana and Illinois or the City of Chicago.

The Role of the Federal Government

The Federal Government, and more specifically the Federal Aviation Administration, does not have authority to select the site of a new airport. Where to put an airport is largely the product of decisions made at the state and local level.

However, although not having any direct authority, the FAA does have considerable influence to wield on the local and state decision-making process.

First, the FAA controls and regulates the airspace. The site of a new airport could have very significant impacts on how air traffic is managed in a particular geographic area. In fact, the FAA could determine that a certain location, because of its proximity to other airports, would make the air traffic situation unworkable or even unsafe. If this were the case, the FAA would have what amounts to veto authority over the selection of that particular site.

Second, the FAA has authority to decide whether to grant federal assistance in the form of Airport Improvement Program grants to assist in developing the airport. The agency can make the local officials aware of its willingness to fund particular sites. Different sites may have different costs, and the amount of funding available from the FAA and its proportion to the total need could influence decisions on selecting a site.

Third, before committing funds, the FAA would be required to do an environmental impact assessment and statement. The FAA could be expected to make known that sites with low environmental impacts stand a better chance of being funded on a more timely basis than those with more significant impacts.

Fourth, the FAA will provide most, if not all, of the funds for the site selection process and master plan. The recent negotiations over the inclusion of the Lake Calumet site in the Bi-State Committee process are a product of FAA's desire to avoid funding two separate processes.

Description of Sites

The following are the sites being discussed for a third airport in the Chicago area:

Gary, IN - The site being discussed is the site of the current Gary Regional Airport. It is approximately 15 miles southeast of downtown Chicago.

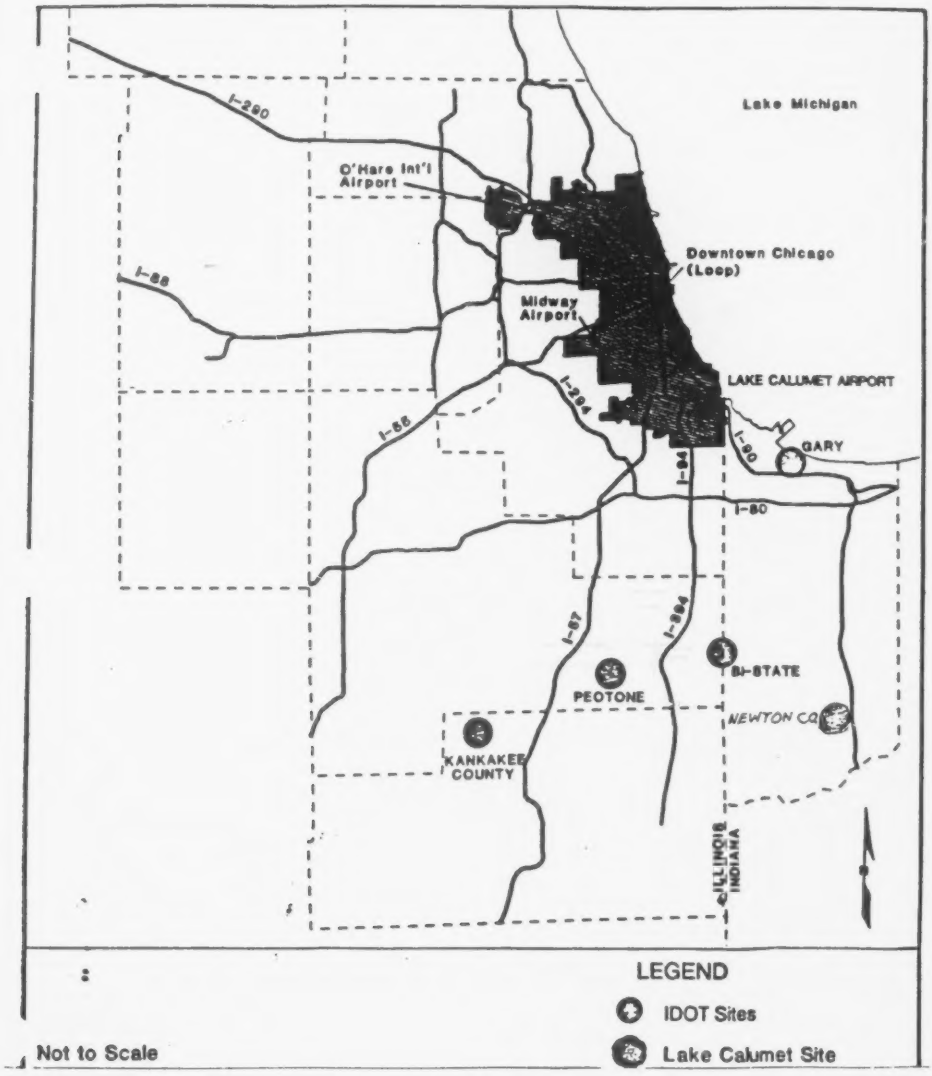
Kankakee, IL - The site is presently rural, agricultural land approximately 47 miles south of downtown Chicago.

Peotone, IL - The site is presently rural, agricultural land approximately 40 miles south of downtown Chicago.

Bi-State IL/IN - The site has not been exactly identified, but is conceived to be a rural, agricultural site on the Illinois/Indiana state border 35-40 miles south of downtown Chicago.

Lake Calumet, Chicago - The site is in an old industrial area in south Chicago 11 miles south of downtown Chicago.

Newton County, IN - The site is primarily agricultural land 50 miles south southeast of downtown Chicago.


Lake Michigan
I-290
O'Hare Int'l Airport
Downtown Chicago (Loop)
I-88
Midway Airport
LAKE CALUMET AIRPORT
I-294
I-55
I-94
I-90
GARY
I-80
I-57
I-294
BI-STATE
PEOTONE
NEWTON CO
KANKAKEE COUNTY
ILLINOIS
INDIANA
N
Not to Scale
LEGEND
IDOT Sites
Lake Calumet Site

POTENTIAL SITES FOR A NEW CHICAGO AREA AIRPORT

MONDAY, JUNE 11, 1990

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON AVIATION,
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION,
Calumet City, IL.

The Subcommittee met, pursuant to notice, at 6:35 p.m., in the Auditorium, Thornton Fractional North High School, 755 Pidadic Road, Calumet City, Illinois, Hon. James L. Oberstar (chairman of the Subcommittee) presiding.

Present: Representatives Oberstar, Lipinski, Visclosky, Costello, Savage, Lightfoot, Hancock, and Ms. Martin.

Mr. OBERSTAR. The Subcommittee on Aviation will come to order. We are very pleased to bring the Subcommittee on Aviation of the House Committee on Public Works and Transportation to the Chicago area for a hearing on a matter of great importance to aviation nationally and, of course, to aviation and economic growth and development in the Chicago area specifically.

Members have come from Washington, DC, from their respective Congressional Districts in Iowa, Minnesota, in Missouri, in Illinois and in Indiana to be here for this hearing and we know that many of you have come long distances as well and have put a great deal of effort into the presentations to be made this evening to our Committee.

This is a subject of very great importance to our national economy. Every airport in this nation is crowded. Last year this country's domestic airlines carried 280 million passengers.

We have passed the point where our nation's aviation facilities are capable of safely and efficiently handling all the air carriers seeking to fly. The increasing traffic will require modernization of airports and an increase in their numbers.

I would like to quote two separate statements made 20 years apart, one of them over 40 years ago.

The first was by Mayor Joseph Hartsfield of Atlanta, testifying before a Committee of Congress, in which he asked Congress to enact legislation to establish a national program of airport improvement. This was 1958 on the threshold of the jet age. We didn't know what the jets were going to require. We didn't know how they were going to be boarded. The Chairman of the National Airport Operators Council said, in fact, "We don't know what is going to be required of us in airport maintenance because," he said, "you can't have a jet going down one of those runways and risk that it

might suck up a horseshoe or a piece of rock into the engines. And so great costs are going to be exacted of airports and their operators across this nation."

The second statement was made by Special Assistant to President Eisenhower, Edward Curtis, who went on to predict, in his report to the President, a need to double airport capacity by 1975, a prediction that proved woefully inadequate and was certainly on track.

But for once, in the history of our country, pleas about the need to improve infrastructure and predictions about growth and transportation did not go unheeded. The President responded with a national program of airport improvement and the Congress responded by enacting that legislation.

Aviation has exploded onto the national scene. At the dawn of deregulation in 1978 we had 275 million passengers in the nation's airways. Last year it was 280 million passengers and before the end of this decade it will be nearly 1 billion passengers.

Again, every airport in the nation is crowded and overcrowded.

There is no dispute about the economic impact of airports. It is massive. There is equally no dispute that few communities are willing to endure the initial dislocation and long-term adversities that are the reverse side of the airport economic coin.

In airport construction, as in many aspects of transportation, on the one hand there is the national interest in a safe, efficient and economically effective and productive transport program. And on the other side are adverse local impacts that affect people in their neighborhoods, in their communities and in their daily lives.

And while it is indisputable that we need to improve the capacity of airports and improve and expand the capacity of our air traffic control system, on the one hand, to handle aircraft on the ground and on the other hand, to handle aircraft in the air as they move across this nation, constructing new airports is controversial but imperative if we are going to resolve and address effectively the congestion problem in the nation's airways.

Last year O'Hare passed a milestone in aviation in this country when it logged 100,000 hours of delay. And right behind O'Hare are Atlanta and Denver, soon each to log well over 100,000 hours of delay. Over 20 airports in this country—major airports—have between 30,000 and 50,000 hours of delay and that number will double in less than five years.

Last year also, passengers in our aviation system experienced 117 million hours of delay, collectively costing the nation's economy $5 billion in lost business opportunities, missed vacation, missed economic growth potential.

That hurts our nation, it hurts each individual airport area of this country in major cities and small communities alike.

Airports are a powerful generator of economic growth. Estimates I have received about the Chicago airport economic impact range in the neighborhood of $9 billion.

In my own state of Minnesota, Minneapolis-St. Paul Airport generates $2 billion in economic activity every year. We should not lose sight of the economic impact, nor should we lose sight of the adverse social consequences and transportation problems that are generated also by new airports.

But clearly the need for a new airport in Chicago is obvious to all air travelers, whether you are in Chicago or in Frankfurt. What happens in Chicago affects aviation all across this nation.

The fifty-five largest U.S. airports last year accounted for delay equal to that in Chicago and those delays inconvenience air travelers wherever you look. So the decisions made about improvements at the Chicago airport are critically important to our nation and to the nations with whom we trade overseas.

All around the United States we are hearing talk about building new airports, but it is mostly talk, except for Denver. Here in the Chicago area, and between Chicago and Indiana, people are doing something, not just talking.

The states of Indiana and Illinois, the City of Chicago, the City of Gary and other communities, as well as civic and business organizations, have gotten together and are working to develop a plan.

They have moved beyond talk, producing a concerted and coordinated plan of action to develop the new airport in such a way that it will benefit the area's economy while minimizing the adverse consequences upon the people who must live near that airport.

The real question is, is there a will to make the hard decisions, is there the will to resolve differences and to get on with the business of construction. We are here to find out how you are proceeding, what your difficulties are and how this Subcommittee on Aviation can help bring about a resolution of a major transportation issue, a major infrastructure question that is of significance to each of us on this Committee and our colleagues in the Congress and the constituencies all across this country.

I want to thank Congressman George Sangmeister and his staff for the tremendous assistance in bringing about this hearing, Congressman Bill Lipinski, Congressman Peter Visclosky, Congressman Gus Savage, for their participation and, of course, acute local interest in the outcome of this decision.

We have with us, as I said, members of the Subcommittee and of the full Committee on Public Works and Transportation whose districts are not as near the area of impact but whose constituencies are nonetheless equally impacted.

Finally, I want to thank Principal Douglas Long and the faculty and the students of Thornton Fractional North High School for the use of the facilities this evening. I often hold hearings and meetings and conferences of various kinds in the high schools in my Congressional District and it is a very congenial setting to be back here in a high school setting.

I want to thank all of you. Perhaps this will help all of us facilitate the learning process as we sit here this evening.

I am going to recognize several of the members of the Committee who wish to make statements and then we will begin taking testimony from witnesses.

First, I recognize the Senior Member on the Republican side this evening, Congressman Jim Lightfoot from Iowa.

Mr. LIGHTFOOT. Thank you, Mr. Chairman.

I realize we are on a very tight schedule tonight and we have a lot of witnesses we want to hear from so I will keep my remarks very short and try to do this in about 90 seconds or less, if we can.

I would like to express my appreciation to all of you folks for the polite hospitality you have shown to us here in the Chicago area.

Of course, the issue of the site of a new Chicago airport is an important one for a number of reasons, not only for the people of Chicago, but for those of us who travel and the traveling public in general.

O'Hare field in Chicago is the main travel terminal in the country, or one of the main travel terminals in the country. It services two of our largest airlines, United and American. For somebody that lives over in Western Iowa and works in Washington, DC, I find it much better to live in Iowa and to work in the East, so I think I am probably an honorary citizen of Chicago because we spend a portion of two days a week in Chicago airport every week of the year traveling back and forth between Washington and home.

Someone once made a comment, the noise from the airport I am not going to hear at home, although we might translate that somewhat, if I am very late getting home I hear a different kind of noise and I would just as soon hear the airport so we have a very serious problem that is happening here.

What affects Chicago not only affects the whole country, but it really affects the whole nation because both United and American now are flying extensive routes overseas. Many of those flights originate out of Chicago and if we had a delay here it backs up planes everywhere from South America and Germany to Seoul, Korea, and it really has an international impact on the whole air traffic system.

We have a lot of interest in the area as to what we should do and of course, as the Chairman said, we are here to learn. We want to hear from you tonight, and your opinions and your ideas and what you think can and cannot work and hopefully by airing those concerns, give you folks an opportunity to maybe hear some new ideas that you haven't heard about before and give those of us on the committee an opportunity to hear what you are thinking about.

Hopefully from all of that we can bring about the parties together that do have differences and advance the cause of a brand new Chicago area airport. I think it is something we need and the question is, how do we get the best job and the most money can buy. That is what we are here to do tonight.

Thank you, Mr. Chairman, for holding this hearing.

Mr. OBERSTAR. Thank you. The Chair will also announce that, in accordance with procedure in Washington, that in hearings of Congressional Committees, no audience action—response, applause—is permitted.

The Chair recognizes the gentleman from Illinois, Mr. Lipinski, a senior member of the Subcommittee and active participant in our deliberations.

Mr. LIPINSKI. Thank you very much, Mr. Chairman. I will keep my remarks very brief because we are going to have a long evening. I want to thank and compliment Congressman Sangmeister on requesting this meeting on this very important issue. I want to thank the Chairman of our Subcommittee, Jim Oberstar, very much for facilitating this hearing here tonight.

It shows the great interest that Washington, DC has in the third airport here in the Chicago area and also I want to thank all the members of the Public Works and Transportation Committee who are here this evening to participate in this.

Some came a great deal of distance to be here. That is very much appreciated, not only by myself but I am quite sure by everyone here in the audience and everyone that is involved with this particular issue.

Mr. Chairman, Thank you.

Mr. OBERSTAR. The Chair recognizes the gentleman from Missouri, Mr. Hancock.

Mr. HANCOCK. At this time I would yield my time to this young lady from Illinois, Lynn Martin.

Mr. OBERSTAR. We will recognize this young lady from Illinois as a witness and briefly we will hear from the other members of the Committee first.

The Chair recognizes the gentleman from Indiana, Mr. Visclosky.

Mr. VISCLOSKY. Mr. Chairman, I thank you and ask you to enter my entire statement into the record as well. I want to thank the Chairman as well as all the members of the Subcommittee who took time to attend this hearing tonight, as well as those who have agreed to testify or to participate in this very democratic process.

I would be less than human, then, if I did not reiterate my continuous support for the Gary, Indiana site. However, as Chairman Oberstar indicated in his remarks, what we are dealing with tonight is not a parochial issue per se. What we are talking about is a national transportation issue of great import, not only national in the United States, but internationally.

I would hope that the results of tonight's meetings clarify some of the issues that are before us in terms of the sites under consideration so that we can clearly and expeditiously follow through, have decisions made and proceed because there is no question in my mind that we do need a third major airport in the area and that we ought to proceed as soon as possible.

Thank you, Mr. Chairman.

[Statement of Mr. Visclosky follows:]

PETER J. VISCLOSKY
1ST DISTRICT, INDIANA

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STATEMENT OF CONGRESSMAN PETER J. VISCLOSKY

SUBCOMMITTEE ON AVIATION FIELD HEARING

ON

POTENTIAL SITES FOR A THIRD REGIONAL AIRPORT

JUNE 11, 1990

I would like to thank Subcommittee Chairman Oberstar for granting the request to hold a public field hearing to review the potential site for the third major airport in the Gary/Chicagoland area. His efforts, as well as those of the ranking Republican Member, Congressman Clinger, and the subcommittee staff are to be commended. It is my hope that this hearing will help to clarify the impact that a major airport will have on its surrounding community and that the public is fully informed.

At the outset, I would be less than candid if I did not admit to a parochial interest in favor of the Gary site. Due to the fact that an airport facility currently exists with convenient access to an extensive highway system and two railroad lines, as well as close proximity to Chicago, the Gary Regional Airport would be an ideal site for the location of the third regional airport.

However, I am not here today simply to advocate the Gary Airport site selection. Rather, I think the message sent by the presence of this congressional committee is that the establishment of a third major airport in this region is a vital national issue.

We cannot allow the site selection process to be consumed by political maneuvering, wrangling and posturing. Too much is at stake. The integrity of the process must be unblemished and unquestioned. The air traveling public must be sure that the site ultimately selected was chosen because it was the best site, not because the "fix was in."

Those familiar with the history of this issue know that it has been contentious and heated. However, all interested parties agree that the air traffic congestion in the region has reached an intolerable level. O'Hare International Airport is the world's busiest airport -- with over 800,000 landings and takeoffs a year and 85 million travelers passing through the facility annually. At its busiest times, the air space above O'Hare is equivalent to the traffic during rush hour on a freeway in Los Angeles, the only thing missing is honking horns.

A third regional airport is desperately needed,, and it is needed <u>now</u>.

A site selection process has been established. It was four years ago this month that Phase One of the "Chicago Airport Capacity Study" began. A Tri-state Commission made up of representatives from Indiana, Illinois and Wisconsin met to consider the future need for a new airport and recommend various alternatives. This commission compared 14 sites and made recommendations endorsing four, each with an already existing airport. Phase Two of the study considered these recommendations as well as several greenfield sites. Finally, the current Bi-state phase has concentrated on reviewing four sites -- Gary, Kankakee, Peotone and a "bi-state" site. The latest development is the inclusion of the Lake Calumet site in this final phase.

I share the frustration of those who are concerned about the time it has taken to select a site. However, I also realize that such a decision must be one that conscientiously examines and evaluates innumerable factors. With the inclusion of the Lake Calumet site, it is my sincere hope that the process can now finally proceed in an expeditious manner.

I would be remiss if I did not briefly comment on the controversy surrounding the Lake Calumet site. I initially was opposed to having it considered by the Bi-state Commission at the eleventh hour. It's as if a runner had entered a marathon race at the 25 mile mark, while all others began at the official start line. However, after meeting with Department of Transportation Secretary Skinner, I realized that its inclusion was an inevitability. At the same time, I was pleased that the Secretary reiterated his commitment to the Bi-state Commission process.

Last year, the Bi-state Commission developed timetables and criteria for evaluation, including runway configurations, enplanement numbers, airspace needs and ground access. The consultants responsible to do the actual, hands-on evaluation were to submit their report to the Commission in August of 1991. Based on the evaluation, one of the four sites would be chosen for development.

As part of the agreement to include Chicago's Lake Calumet site, the States of Indiana and Illinois and the City of Chicago are working to re-configure the Bi-state Commission. During this process, I believe that it is alsc appropriate to review the basic procedures that were established in 1989 to determine if they need to be revised in light of changing conditions. For example, there has been speculation about the enplanement numbers and acreage requirements that are being used by the consultants that have not been the Bi-state Commission. It is my strong sense that these key assumptions, which will drive much of the decision making process,' should be approved by the sponsoring authority prior to their adoption for use during the rest of the study.

The development of the third regional airport will be the Midwest's first great public works project of the 21st century. It will ensure our region's international preeminence as the crossroads of America and the world. Just as the completion of the transcontinental railroad opened our frontiers to commerce and trade, the third regional airport has the same enormous potential for these opportunities worldwide.

Mr. OBERSTAR. The Chair recognizes the gentleman from Illinois, Mr. Costello.

Mr. COSTELLO. Mr. Chairman, thank you and ladies and gentlemen, thank you for coming out this evening.

Mr. VISCLOSKY. Let me commend you, Mr. Chairman, for responding to Mr. Sangmeister's request to hold this hearing this evening so that the people in the Chicago area have an opportunity to participate in the process, and come here this evening and state their ideas and their opinions on this very important issue and I look forward to hearing the testimony from all those witnesses that are here this evening. Thank you.

Mr. OBERSTAR. The Chair recognizes the gentleman from Illinois, Mr. Sangmeister.

Mr. SANGMEISTER. Thank you, Mr. Chairman. I appreciate the opportunity to participate in this Congressional hearing on the third airport proposals. I would like to thank Chairman Oberstar for his able staff in organizing this forum here tonight.

I would also like to thank Dr. Douglas Long, the Principal of Thornton Fractional North and faculty who have been extremely helpful throughout this entire process.

In addition, Mayor Stefaniak deserves a word of thanks for providing the security they have provided here this evening.

I am pleased the Chairman has chosen to conduct this hearing because I think the Congress needs to learn first hand about all considerations and I think the turn-out here tonight indicates how important this issue is to my constituents and those of my colleagues.

Much has been said about the need for a third airport and the merits and demerits of the general sites. Many of the members of this panel have strong definite views on specific sites and this member is no exception.

I am pleased that tonight we will hear a balanced dialogue from both the opponents and the proponents of each site. It is clear to me that our world is becoming increasingly connected through air traffic.

In the past decade airline ridership has increased over 70 percent. Experts predict that demand for air travel will double by the year 2000. Currently air passengers in the Chicago area are experiencing an increase in delays and inadequate capacity.

But simply, if we don't start planning for our future infrastructure needs, we will not be able to adequately meet future demand and will experience commercial aviation gridlock. It is hard to imagine a traffic jam in the sky, but we are fast approaching just that.

Yet in trying to upgrade our air transportation system, we must recognize the importance of careful long-range planning and thorough analysis. Congress must be sensitive to environmental and safety concerns, relocation problems and many, many others.

In short, thousands of lives will be affected if we make careless decisions. Since air transportation is a national resource, it is appropriate for the Congress to examine these sites. There is no question that the Federal Government is going to have to make a resource commitment to any new facility—a commitment that can and should come from the swollen Aviation Trust Fund budget and

I look forward tonight to hearing the testimony of these witnesses tonight, Mr. Chairman, thank you again, for your interest and willingness to conduct this hearing.

Mr. OBERSTAR. Again, I want to express my appreciation to Congressman Sangmeister for inviting the Subcommittee, calling this matter to our attention and for the splendid arrangements that staff as well as others have made for this hearing this evening.

And the Chair recognizes the gentleman from Illinois, Mr. Savage. We are glad to have you here. Mr. Savage also chairs the Subcommittee on Economic Development of the full Committee on Public Works and Transportation.

We are glad to have you here, Congressman. Thank you very much.

TESTIMONY OF HON. GUS SAVAGE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Mr. SAVAGE. Mr. Chairman, I have expressed my appreciation for the concern and consideration that your presence here represents and I would thank you, Mr. Chairman and thank all the Subcommittee members who have arranged for this. I would also thank Mayor Stefaniak for his arrangements and assistance and thank you all.

Let me finally say that I appreciate your letting me attend this Subcommittee meeting although I am not a member. I appreciate the people who are from the Second District, that I represent.

I recognize the need for a third airport and I am hoping that the matters can be resolved in such a way that we can all gain by it. Thank you again, Mr. Chairman.

Mr. OBERSTAR. Thank you for being here, Chairman Savage. I greatly appreciate your participation and the support we have had from your staff as well.

Both in the nature of lead witness and as we do in Washington, extend the courtesy of the Committee to a colleague in the Congress. The Chair will recognize the gentleman from Illinois, a former member of the Committee on Public Works and now a member of the very distinguished Committee on Rules through which no bill of general nature can reach the House floor without going through that committee.

And we want to thank you, Ms. Martin, for being part of these hearings and for the cooperation that you have extended in making this hearing possible this evening.

TESTIMONY OF HON. LYNN MARTIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Ms. MARTIN. Thank you, Mr. Chairman, and we look forward to seeing legislation on this in the Rules Committee. It is always a pleasure to see you here. I thank you, Mr. Chairman, for having us here tonight and Congressman Savage, a member of the full Committee here.

It shows you how important this is for our entire state, but also to our neighbors to the east and the west and the north, shows that what happens to the third airport and its future is something that affects not just our state but the entire midwest and I am grateful

we could come here to hear the people's voice, on the pros and cons for the sites for our third airport.

Since deregulation, airline traffic in the United States is escalating. Chicago O'Hare International Airport continues to be the world's busiest airport. Because it is so busy, O'Hare has also become known as the worst airport in the nation for delays.

Statistics on these delays are readily available. I don't want to take the time to quote them but this situation is hurting our regional and national economy. There is a need for additional capacity, and definitely can see that capacity compound.

In addition, citizens are being subjected to intolerable noise and environmental disturbances. Last fall I met with suburban O'Hare mayors to discuss this issue. With few exceptions these mayors are adamant that O'Hare area citizens cannot tolerate additional noise. Again, that indicates the need for new capacity.

The Chicago airport issue is something I identify with closely. I have met with the City of Chicago, American Airlines, United Airlines, suburban mayors and the Secretary of Transportation. My staff has gone to the Chicago Air Traffic Control Center and spoken with controllers first-hand. My staff has met with the FAA and the NTSC.

These sessions were informative and it is apparent to me that we must come up with a long-term solution to this area's massive problem. I state publicly that I am strongly in favor of a third airport to supplement air traffic at O'Hare and Midway.

In addition, I feel the selection of a site requires the expertise of those with knowledge of aviation and environmental issues. While there should be political input, certainly from this committee and from other interested members of the House and Senate, decisions must be made on the cold, hard factors of safety, air space, environmental, residential and other concerns that affect this audience, this region and this nation.

Finding funds for this airport won't be easy. These facts, however, show that we need to work to make a third airport a reality. Airport capacity is an issue critical to our nation as we move into the Twenty-First Century.

For the midwest particularly, it is essential that we remain competitive in the years to come to withstand the challenge from other communities, and they are making them, to Chicago and to this region as a transportation center.

Capacity is a separate issue from air traffic controller, which of course we all wish to make that at O'Hare. But if we drag our heels on construction of a third airport or abdicate our aviation leadership to some other region of the nation, then we won't have to worry very much about O'Hare.

We must not just retain status quo. We must promote transportation growth.

Finally, I would mention that this is not an issue of importance to just the Chicago region. We must continue to expand our capacity for purposes of the global economy. I have already shown that interest and I accept that this Committee would choose to come here, the Committee on Public Works and Transportation, to join with the Department of Transportation that the future regarding

this issue was a good future for the nation and for this area we all seek to represent.

Again, Mr. Chairman, my thanks to you and your Subcommittee.

Mr. OBERSTAR. Thank you for your very thoughtful statement. I greatly appreciate your presentation and your participation.

I would like to observe that there are nine Members of Congress participating at this hearing tonight. That is more than we ordinarily get in Washington for committee hearings and it is about three times as many as we ordinarily get outside of Washington.

It also represents a lot of time and effort on the part of Members not from your states and not from your city to be here at this hearing tonight and the testimony to the significance of this issue, of this airport development concept to the whole economy of the United States.

On Thursday, this Subcommittee, in Washington, will be conducting what we call a mark-up session or final legislative draft in subcommittee of legislation to reauthorize the federal aviation programs, the airport improvement program, the facilities and equipment program of the FAA, all the air traffic control equipment, the operation and maintenance program of the FAA, a $7 billion program per year for the next two years.

And following that we will have a full Committee mark-up to bring that bill to the House Floor. That legislation will impact very heavily on the ability of Chicago and other communities to build the airport capacity they need, for the FAA to maintain safety in the skies over the next decade.

The Chair will unanimously consent to include in the record at this point a statement from Senator Paul Simon for the Hearing on Chicago Airport Capacity. Senator Simon called and asked if I would be good enough to include this statement in the record and of course it will appear at this point in the hearing record.

[Statement of Senator Simon follows:]

PAUL SIMON
ILLINOIS

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United States Senate
WASHINGTON, DC 20510-1302

STATEMENT OF SENATOR PAUL SIMON OF ILLINOIS
Hearing on Chicago Airport Capacity
by
The Subcommittee on Aviation
House Committee on Public Works
The Honorable James L. Oberstar, Chairman
June 11, 1990

MR. CHAIRMAN, first I want to welcome you to Illinois, the Midwest's leading transportation gateway state.

Let me say that I greatly respect your work and the work of the Subcommittee in the ongoing task of overseeing the air traffic system in an era of change and stress. I am particularly grateful for your outstanding accomplishments and attention to both aviation safety and the problems of undercapacity in our national airport system, and I'm gratified that so many of your efforts and my efforts have run a parallel course.

As you know, the air traffic control system at O'Hare has been strained to the limit over the last decade. Problems have arisen both from staffing shortages and equipment deficiencies. A little over a year ago we began at last to turn that situation around. Legislation I offered at that time prompted FAA to release the new Action Plan for O'Hare that, for the first time, is giving us month-by-month progress reports on the steps that FAA, the City of Chicago and others are making to address all of the problems that had built up over the years. Then I worked closely with FAA to win congressional approval of the five-year, 20 percent pay demonstration program at O'Hare that already has meant an enormous difference in FAA's ability to attract and maintain qualified controllers and other professionals to O'Hare, which still deserves its reputation as the toughest job in the air traffic control system. We've also had some success in securing better equipment for air traffic control facilities in the Chicago area. Most recently, a DOT Inspector General's report I requested has pointed the way to overcoming some problems with contracting out in training the controller staff at O'Hare.

Part of our focus in solving undercapacity problems in the Chicago area clearly must remain with efforts to improve staffing and equipment conditions at O'Hare. Today, we are also bringing into focus the selection of the site of the third airport. To me, it has been clear for some time that we need a third airport in Chicago, and several years ago I became the first statewide office holder in Illinois to endorse that idea. It was not a difficult conclusion to reach; the forecasts leave no alternative. The difficult part will be the next part, as all of the various local, state and federal

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agencies take part in selecting the best site for that airport, and then in trying to make that decision stick.

Mr. Chairman, you and the Subcommittee will have a continuing role as this decision is sorted out. I believe I speak for many in saying that we will welcome your help as this process continues. For any state or metropolitan area, a decision like this is difficult, and it's no different in this case. It will require a degree of cooperation among competing interests and government agencies that is unusual anywhere -- even (I say this with some irony), in Illinois.

This is a process that begs for "honest brokers" -- several of them, in fact. And, Mr. Chairman, a role as an "honest broker" is one you would be well qualified in assuming. I would like to discuss this with you at some length in the near future.

There are many important factors that will go into the decision of selecting the site of the third Chicago airport. If carefully planned, this project will generate jobs and economic growth in our region. All of the communities under consideration must be assured access to the decision-making process and to the information pipeline. They must have a meaningful role as these decisions are made.

I would also like to leave with the Subcommittee my belief that safety should be the overarching factor guiding the selection of a site. Many factors will go into this decision, but none as important as safety. To a large degree, we will need to rely on the input of qualified experts in judging the safety of the sites for the third airport. If we decide to go ahead, the pros and cons of each proposal must be considered. The economic development and permanent job creation in the region must be weighed against the environmental consequences of losing large amounts of prime agricultural land, the cost of new facilities to travel to the airport, noise impacts, and the relocation of families and businesses.

We also will want to work closely with the Subcommittee in matching plans for the third airport with changes that are contemplated within the air traffic control system. If, as most observers believe, we are looking at a time frame of 10 to 20 years or even longer before a third airport becomes a reality, we certainly will need and expect many changes in National Airspace System development to incorporate into our planning.

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Mr. OBERSTAR. All witnesses have been notified that they may submit statements of any written length for the Committee hearing and they will appear in full in the record, but to limit their oral presentation to three to five minutes.

So I will ask you, and I will ask my colleagues on the Committee to limit their questioning of witnesses to only the very briefest and most pertinent of questions to be raised.

Our first witnesses this evening are Mr. Robert Repel, Special Assistant to Mayor Richard M. Daley, Mr. James Fitch, President, South Chicago Savings Bank and Chicago Southeast Development Commission, the Honorable Robert Stefaniak, the Mayor of Calumet City; and the Honorable Eldreth Rondlet, Mayor of Burnham, Illinois.

Mr. Repel?

TESTIMONY OF ROBERT J. REPEL, ASSISTANT TO THE MAYOR, CITY OF CHICAGO; JAMES A. FITCH, CHAIRMAN OF ADVANCE BANCORP, SOUTH CHICAGO BANK, AND ADVANCE FEDERAL BANK FOR SAVINGS, AND PRESIDENT, CHICAGO SOUTHEAST DEVELOPMENT COMMISSION; HON. ROBERT STEFANIAK, MAYOR, CALUMET CITY, IL; AND HON. ELDRETH "ROCKY" RONDLET, MAYOR, BURNHAM, IL

Mr. REPEL. Thank you, Mr. Chairman. My name is Robert Repel. I am representing Mayor Richard Daley of the City of Chicago this evening.

On behalf of Mayor Richard M. Daley, thank you, Mr. Chairman, Members of the Committee, for the opportunity to speak to you this evening on the Lake Calumet Study Proposal that the Mayor has submitted to you and I would like to also introduce Ramon Ricondo, who is to my left, who is one of our consultants, and Gregg Well as well as Steve Schlickman and Warren Silver of the Mayor's staff.

I don't need to get into the importance of the issue of a third major air carrier airport for the Chicago metropolitan region. I think the Members of the Committee have done that well. I can only impress upon you the importance and national ramifications of the decision that you are going to make this evening and the kind of decisions that will be made with regard to the crisis that is currently going on in Illinois and Indiana.

I think one thing we can realize is that airports are good things. Witness the competition among the several states, as well as those locations within the states. All one needs to do is to look at O'Hare International, the jewel of the City of Chicago, to see the economic development that has occurred around that airport.

I think one of the things that one must keep in mind, however, particularly you as Members of the Congress, is what kind of return are you going to receive on the public investment that you will need to make in choosing a site for a third major airport in this area.

What we need to consider this evening is, what is the best location for this new airport. We can look at the costs, displacement of homes, businesses, farms, the impacts on the environment.

But any airport is going to have an impact on the environment. The building of any airport is going to be expensive. The building of any airport is going to impact homes and businesses and at some locations, some of the richest farmland in the world.

The key question is, what site will work as an airport. It is one thing to be able to find a place to construct the facilities, the runways and the terminals. But it is quite another to find a site that will be able to financially support what needs to be done to have an airport that airlines will be willing to come to and that passengers will be willing to come to.

One of the advantages of the Lake Calumet site is that it is a site that is close to that kind of passenger base. It is a site that the airlines are interested in. It is a site that is closer than any of the other sites. It is approximately the same distance from the loop here in Chicago as is O'Hare, 16 miles and, on a weighted average, 29 minutes.

One needs to compare that to 24 miles and 51 minutes for Gary; 30 miles and 71 minutes to the Bi-State, 32 miles and 71 minutes again for Peotone and 40 miles and 82 minutes for the Kankakee proposal.

Because of the proximity to those population bases, that airport can generate the kind of passenger originating and destination mix that is necessary to build an airport. What it will also help do is encourage the airlines to come there.

What it will also help do is encourage the ability to finance this airport. If you look at what the bond rating agencies observe with regard to their underwriting of those issues, they look at the kind of traffic that is going to come to an airport, because it is no different.

People choose to go shopping, to go to a grocery store, to go to a gas station based upon convenience. They will do that also with airports. We believe that that is what will happen here, but there are many other things that speak well for the Lake Calumet site.

The economic benefits are astounding. $14 billion annually into the local economy; 200,000 permanent jobs; thousands of construction jobs and although it is a cost that is 40 percent greater than the most expensive site next to it, its economic benefit return is 180 percent greater than any of the others.

And another opportunity exists at the Lake Calumet site that doesn't exist at the others. We have an existing infrastructure, Interstates 90, 94 and 80, AMTRAK, Commuter Rail, the CTA, rail freight service and the International Port of Chicago.

We also have an opportunity at the Lake Calumet site, to, in a comprehensive and timely way, clean up the environment, the environment that has deteriorated over the past 100 years.

I would like to point out one other opportunity that we have, and that is the opportunity of the time that it will take to build this or any other airport, an opportunity for us to work with the business, with the industry and with the homeowners who would be displaced.

And I want everyone to understand that this site was chosen as the site which caused the least amount of social disruption.

Mr. OBERSTAR. I want to point out that all of those who have different viewpoints will have the opportunity, through their designated representative, to express that viewpoint.

Mr. REPEL. It is our plan, because of that time, to work with all of those individuals and businesses. So we look at the Lake Calumet proposal as a site of opportunities: an opportunity to solve the national air traffic problems; an opportunity to maintain Chicago and the Chicagoland region as a transportation center of the world; an opportunity for economic benefits that none of the other sites can benefit; an opportunity for an environmental clean-up that would benefit the people in the surrounding areas and region.

But more important than just as an airport, we view the airport as the future of not only the City of Chicago but also this region. The future because we really believe, and the mayor believes, that this airport is the catalyst that can give the rebirth to a part of the nation that has been referred to as the rust belt.

Mr. Chairman, I have submitted my written testimony. I would also like to submit to the committee our feasibility study and I am available to answer any questions. Thank you very much.

Mr. OBERSTAR. Time has expired. The Chair will receive that information for the record. Mr. Fitch?

Mr. FITCH. Thank you, Mr. Chairman and Members of the Committee. My name is James A. Fitch. I am Chairman of Advance Bancorp, South Chicago Bank and Advance Federal Bank for Savings, financial institutions operating on the Southeast side of Chicago and in Chicago's southern suburbs.

I am also president of the Southeast Chicago Development Commission and I am here tonight as a private citizen who has spent his entire adult life on the southeast side of Chicago, to speak in favor of the Lake Calumet area as the site for a major new airport in the Northern Illinois/Northwest Indiana region.

The Southeast Chicago Development Commission has been working diligently for the past ten years to revitalize the economy of the Lake Calumet area. Unfortunately, we have not made much success.

Once the Lake Calumet area was the economic dynamo of the Chicago metropolitan region. Thousands of area residents worked in its steel mills and its factories. Jobs were plentiful, the pay was excellent and the benefits of economic activity of the area's industry were felt not only in southeast Chicago but throughout northern Illinois and northwest Indiana.

In the 1970s the economy, and particularly heavy industry, as you know so well, fell on very hard times. Factories have been closed, businesses were shuttered and thousands of good people were laid off without employment.

From 1972 until 1985, as total unemployment in Chicago metropolitan area rose 10 percent, employment in the Lake Calumet area declined more than 36 percent. Our area was particularly hard-hit when one of its large employers, Wisconsin Steel, closed its doors in 1980 and 3,200 people were out of work overnight.

Since that time, the people of the Lake Calumet region have received promises, promises that this factory would reopen, that mill would start up or a new industrial initiative would be made on the

site, but promises—empty promises have been all that the people have received.

My work as a community banker and as president of the Southeast Chicago Development Commission, I have heard the promises and seen the failures first-hand. When industry closed, it left behind thousands of workers without work, families without income. People who had worked for years, families who had worked for generations in the same plant, were suddenly forced to take lower paying jobs and, in some cases, more than one job, just to make ends meet.

Many simply left the community. From 1970 to 1989 the population of the Lake Calumet area declined nearly 15 percent while the six-county metropolitan area population has increased nearly six percent. But this was not the only legacy that was left by failed industry.

More than a century of industrial activity in the Lake Calumet area has left behind a land which is highly contaminated with industrial wastes and by-products. Much of the land around here was built up on the dumping of slag and fly ashes and other materials by steel mills and others, into the marshes that the Indians left for us.

And the landfills and the waste disposal sites that sprang up during the period of industrialization have left the area pocked with mountains of trash and an environmentally unacceptable site for any use.

Today, the Lake Calumet area is home to 43 CERCLIS sites, sites identified by the USEPA as contaminated enough to be potential Superfund sites. But none of these sites can qualify for Superfund funding since the ground water is not used for drinking. As a consequence, funding for cleanup of these sites is not available.

The severely degraded environmental condition of the area has killed more than one economic development initiative. In the early 1980s, the Southeast Chicago Development Commission was working to bring the 1992 World's Fair to Lake Calumet.

Everyone agreed that the large area of open land and the accessibility of the area to transportation made it a prime candidate on paper for the fair. But when fair planners and investors came out to inspect the site and saw the landfills and learned about the contamination in the area, they quickly backed away.

Subsequently we tried to persuade the World's Fair promoters to put the Fair at the former site of the U.S. Steel South Works. But the perception of the area as depressed and contaminated killed the prospects for the Fair at that location as well.

In the mid-1980s, Mayor Washington convened the Steel Task Force on the Southeast side. We proposed a cargo airport. There was no funding from the city in order to accomplish that.

We think that neither government nor any new ventures to date have been willing to assume the costs of cleaning up the mess left by failed industry. One plan has now surfaced and that would provide both the initiative and the funding for the environmental clean-up that the area needs to spur economic development.

That is the proposal for a Lake Calumet airport.

Mr. Chairman, thank you very much. I appreciate it.

Mr. OBERSTAR. Next we will hear from the Honorable Robert Stefaniak, mayor of Calumet City, Illinois.

Mr. STEFANIAK. First and foremost, Mr. Chairman, I want to make plain the astonishment that I and the City Council, along with the residents of this community, experienced at the announcement that a proposed part of the Lake Calumet airport facility would incorporate a neighboring community, and about a third of our community.

It is incomprehensible that a study like this would be revealed without some notice or consideration for the communities outside the borders of the City of Chicago. As separate communities chartered under the State of Illinois, it is incomprehensible that anyone would launch a plan, against us, that would displace so many people, level so many properties, splinter our community and obliterate one-third of its homes. That is exactly what the proposed Lake Calumet airport would do.

While Calumet City is approaching its 100th anniversary as an incorporated community in the State of Illinois, the location of the third runway would level that portion of Calumet City that is newly built. Some twelve hundred homes are in the proposed path of the third runway.

These homes are located in the area of newly constructed homes on prime property. Twelve hundred homes, based on the current average family ratio, would mean displacing between three and four thousand individuals, including the destruction of numerous strip malls, new constructed and occupied. Our tax base would be diminished.

In the area of the third runway are three recently constructed city facilities: a new police facility housing our entire police force; communication center and vehicle storage facility of law enforcement equipment. A fire substation would also have to be sacrificed as well as a new $3.5 million central library facility.

Compounding the displacement of the residents and business places is the plan to reroute the Grand Calumet River. In the path of the rerouted river is a junior high school, a Catholic church, a Baptist church and, selfishly, my own home.

The rerouted river will destroy an east/west thoroughfare connecting stabilized neighborhoods with newly constructed homes. The river will be flowing right up to the doors of our local high school where you are sitting this evening.

To further complicate city life, the river would cause problems on Torrence Avenue, a major thoroughfare for traffic from Chicago, to a substantially completed shopping center which is the life blood of Calumet City, River Oaks.

A major section of the river would run from the east end of the community and then run along Torrence Avenue. It is inconceivable that this much of my community—and our community—would be destroyed, city services interrupted and virtually wiped out and the rerouting of our major sewer system.

Calumet City, for all intents and purposes, is virtually built up. To displace 1,200 families with the promise that they would be relocated is an improbable solution to their heartbreak and uprooting. They chose to come to Calumet City and for many this is the last home that they will have in their lifetime.

There is no tract of land or vacant area to accommodate a development for 1,200 homes. Promises of fair market value, moving expenses, or resettling costs are nebulous promises which offer no comfort to the stability of life that these residents currently experience.

The disruption of the third runway, the rerouted river and the forest preserve area of our community, means that we will have pockets of population that will become alienated and separated from the rest of the community.

The flight pattern cuts across the remaining residential areas and the River Oaks Shopping Center that anchor our settled community. Business ventures would be disrupted by jet flight take offs and landings.

It is my personal feeling and as a member of the Airport Task Force Committee, there are alternate sites under study which would provide the desired air transportation to this area and eliminate the air traffic problems over Midway and O'Hare.

As a member of the Task Force, in which I have been involved, the Southeast Mayors and Managers Association which represents 37 communities, I cannot support or take part in a plan such as the Lake Calumet Airport Plan.

A Chicago plan was discounted by the study committee some time ago and it is like backtracking and negating any position of the study committee to change the direction of its study at this point.

In conclusion, I plead with this deliberating body, to consider our concerns as viable reasons for not approving the inclusion of the Lake Calumet Airport in these deliberations.

We are, to date, a well developed, cohesive community that only stands to lose businesses, population, schools, churches and public service facilities. This is a plan which should be discarded and the attention should be turned to the fruits of the current study committee of alternate sites.

Thank you for my plea.

Mr. OBERSTAR. Thank you, Your Honor.

Mayor Rondlet of Burnham, Illinois.

Mr. RONDLET. Good evening, ladies and gentlemen, and thank you, Congressman George Sangmeister, for the opportunity to speak this evening.

I was disturbed on the way the proposed airport was brought to my attention. The first time anyone in the Village of Burnham received notification of the proposed airport was when it first appeared in all major newspapers in the Chicago area and on television.

It was a stunning blow to myself, my fellow elected officials and also the residents of the Village of Burnham. I feel that Mayor Daley or his associates should have given us at least a notification of what was going on, especially to me, the Mayor of the Village of Burnham.

The way it was done was unspeakable and the thought of having an airport take over the entire Village of Burnham and part of Calumet City is appalling and I, along with Mayor Stefaniak of the city of Calumet City, are very disturbed at how this came about.

I do not believe and cannot see any person wiping out the entire community, such as the Village of Burnham, for an airport or a runway. As I have stated many times previously, I will fight against this airport until hell freezes over.

I have attended many meetings and listened to the proposal that Mayor Daley and his associates presented. After a meeting in Calumet City, Mayor Daley invited both Mayor Stefaniak and myself to meet one-on-one. I stipulated to Mayor Daley at that time my feelings on the proposed airport.

I was then informed by Mayor Daley that he would do his level best to change the runway that would go through Burnham and Calumet City so that they would not have to cross the boundary of Chicago.

At that time, Mayor Daley seemed to be a very congenial person and I thought that he would work with our community. At that meeting Mayor Daley stated that this was just a feasibility study—get it, a feasibility study. I have asked myself many times, if this was just a feasibility study, why would the City of Chicago spend over $1 million?

On March 21st there was a meeting in South Holland with Mr. Jay Franke and his associates and they were discussing the possibility of a runway going through the Village of Burnham and part of Calumet City as if the meeting with Mayor Daley had never taken place.

I asked Mr. Franke if Mr. Daley had mentioned the meeting I had with him. He responded, "no," he had talked to Mayor Daley, however, his counterpart did shake his head.

They keep implying that the people would not lose money on their homes, that they would receive a fair value on their homes, plus $22,000 for moving expenses for any person within a 50-mile area.

Let me tell you, that as close as I can determine, there are 1,092 homes in the Village of Burnham that would have to be removed for this airport or runway that would go through the Village. Many of our residents were born and raised here, their parents and even their grandparents. Why separate us and take away our homes to please the Mayor of Chicago?

Another thing, as far as—and I am adding this in to my speech here this evening—I had a letter from a person in Chicago that wrote me a letter and he sent me a picture and a story about his home which was worth about $45,000 or $50,000.

For the same home that he would have to buy in another suburb, it would cost him almost two-and-a-half to three times more money so you are talking about $22,000 here that can help these people? No way.

Yes, I can see all the jobs that would be created with the airport, but I can also see the damage to thousands of people and this is more important to me than any feasibility study.

I have been in contact with the Mayors and Managers Association of the Northwest side of Chicago and they seem to feel the same way that I do. We also have 39 municipalities of the South Suburban Mayors and Managers Association that represent about 550,000 people and, as far as I can see, we have their entire support.

Mayor Daley was asked over a year ago to get involved with the Aviation Committee. Now he wants to change the Aviation Committee to suit him. The Aviation Committee started out with 17 sites and they have narrowed it down to four sites without the feasibility study of the Chicago site. It appears that Mayor Daley now feels that the Lake Calumet Airport site should be included in the feasibility study with the other four sites.

I am going to make it a priority that Mayor Daley will not destroy our community. I feel very strongly against the Lake Calumet Airport. My simple reason is that too many people would lose their homes, homes that they grew up in.

Not only that, but also the people in surrounding communities would be affected by the noise and air pollution. Nobody will ever be able to tell me differently.

I also question, why does it have to take an airport to clean up the toxic waste? Why was it never done before? We have 61 acres of wetland that have not been considered.

Therefore, this evening I am placing before you my thoughts and concerns for the residents of the Village of Burnham. We do not want to see an airport or a runway within the Village of Burnham, period. We will fight to the end.

Thank you for the opportunity to speak to you this evening. I am concerned that the Committee will do their best and think twice about the location of this airport.

Mr. OBERSTAR. Mr. Repel, you said that the proposed Lake Calumet site would be as far from downtown Chicago as is the current O'Hare. What will be the principal means of transportation moving large numbers of people for this airport site?

Mr. REPEL. The existing infrastructure, Interstate 90, 94, 80. There is the CTA, what is a planned—as a result of what we looked at in the feasibility study was to create a rail center, extend the Dan Ryan Line that ends in 95th Street, out to the rail center at the airport as well as bring the commuter rail into that area.

Mr. OBERSTAR. You will have rail mass transit as well as—will it be new construction?

Mr. REPEL. Most of it is in place already. There would be an extension of the Dan Ryan mass transit line. There is commuter rail there already. There would be interchanges that would be built for both the eastern and western access but the principal infrastructure is there, the three Interstates.

Mr. OBERSTAR. And what is the basis for your assessment of the economic impact of the Lake Calumet site versus Gary. You have, you say, double economic impact for the Lake Calumet site as compared to that for Gary. What is the basis for that estimate?

Mr. REPEL. The basis for that was the prior studies that were done by the Illinois Department of Transportation and Peat Marwick. All the assumptions and the methodologies used by them were used by us in our feasibility study.

Mr. OBERSTAR. Is that information included in the documentation you have submitted for the Committee?

Mr. REPEL. Yes it is, as well as in the feasibility study that we have submitted.

Mr. OBERSTAR. We will review that. Mayor Stefaniak, when was your community first established?

Mr. STEFANIAK. Let me think real quick. This is 1990. About 1897—close—1893.

Mr. OBERSTAR. 1893, and Burnham, when was it established, Mayor Rondlet?

Mr. RONDLET. 1907. It was started in 1896.

Mr. OBERSTAR. And what would be the impact? Again, you said it would virtually wipe out both Calumet and Burnham?

Mr. STEFANIAK. It would eliminate——

Mr. OBERSTAR. We can't have everybody in the audience talking.

Mr. STEFANIAK. Okay, the Village of Burnham is 4,500 people. It would completely eliminate the community, period. There would be no longer a Burnham. Calumet City, as of the 1980 census, was 40,000. We are somewhere between 47,000 and 50,000. It would eliminate a third of 12,000 homes and approximately a third of our population, not to mention the substantial amount of economic base from our River Oaks Shopping Center and other retailers which numbers about $600 million in retail sales.

Mr. OBERSTAR. Are these homes of former steel workers?

Mr. STEFANIAK. Pardon me?

Mr. OBERSTAR. Are these homes of former steel workers?

Mr. STEFANIAK. Former and present.

Mr. RONDLET. In the Village of Burnham, we had a lot of steel workers that lived in the Village of Burnham and most of those steel workers are still living in the Village of Burnham and they enjoy the Village of Burnham.

Mr. OBERSTAR. My constituents were affected when the steel mills——

Mr. RONDLET. Sure, they were affected for a while.

Mr. OBERSTAR. What I am getting at is you are talking about a double adverse economic impact for them.

Mr. RONDLET. Yes, to a certain extent, yes.

Mr. OBERSTAR. Lost their jobs, now they are losing their homes.

Mr. RONDLET. Yes. In any place you go to, if you lose your business or whatever you are participating in, you are aptly to lose your home, but nothing compared to this. I don't want to see a damned bulldozer come and bulldozing mine down.

Mr. OBERSTAR. Thank you. My time has expired. I recognize the gentleman from Iowa, Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman. Mr. Repel, I have an article that makes reference to the estimated $4.9 billion cost for the airport and, according to this article you didn't take into consideration costs associated with relocating manufacturing that presently is doing business on the proposed site.

Industrial relocation can be a very costly item. Do you have any estimates what this additional cost would be?

Mr. REPEL. That statement isn't correct. That statement is not correct. We did take into consideration the cost of industrial relocation and one of the things that I think is important for the committee to remember—and it relates not only to the issue you are raising, Congressman, but it relates to what was mentioned by the Mayor from Calumet City and the Mayor from Burnham.

And that is that one ought not to get married to the airport layout that is part of this concept. We are talking about a period of

time. We are talking about the next phase after a feasibility study, a master planning stage.

The two municipalities that spoke in opposition to our proposal this evening would not be affected until the year 2010. Airline technology, the layout of those runways may not have the kind of impact that they are discussing today and more likely than not, would not, and they were both told that by the Mayor of the City of Chicago.

Mr. STEFANIAK. No, no, no, let me just interrupt for a moment. We were not told that by the Mayor of the City of Chicago. The Mayor of the City of Chicago told us that new designs would be presented that would eliminate any airport infringement in both the Village of Burnham and the city of Calumet City. That is what the Mayor of the City of Chicago told us.

And when I talked to them just the other day, nothing had been done for three months and I tell you what. I am tired of the hocus pocus. We are being faced with an economic doomsday which is placed over the Village of Burnham and the city of Calumet City for the average homeowner.

What is my home going to be worth in three years? What is it worth today? You have cast that doom without any justification and we resent that in the city of Calumet City and I would like you to convey that to the mayor.

What gives him the right to come into our community and our charter, and to disrupt a progressive and economically sound community. We resent that fact. And if he wants the airport in the City of Chicago, let him talk to the residents of the City of Chicago.

Mr. RONDLET. And that is my sentiments also.

Mr. LIGHTFOOT. I am interested in anything that deals with money, because anything that is decided upon, this Committee is going to be, in part, responsible for the dollars that are spent, wherever they may or may not be spent. Earlier in your testimony that was a discussion about toxic waste. You have a problem here and you are qualified for Superfunds but do I understand you, it was not given to you because the ground water was not used for drinking purposes?

If something like this goes through, I doubt that EPA is going to allow it to be built on top of toxic waste, wherever that might be. I guess my question is, who is going to pay for that?

Mr. RONDLET. That is a good question. That is one of the things that I brought up but the point is that you had ten dumps here at one time in this area that he is referring to as the favorite airport site, and you also have all kinds of wetlands in the surrounding areas that you are going to have to fight like hell to get the environmental control to have anything to do with it, I will tell you that right now.

And this is what I can't understand, is that they have thought about the monies and everything like this that they are going to give everybody, but yet when a person asks—as far as the jobs are concerned, they are not going to be able to get the jobs that they wanted.

The people—sure, they are advertising it as 200,000 jobs in the community, but do you think that our people are going to stay

around there to get jobs like that if our land is upset? Heck no, not me, and I don't think anybody else is either.

Mr. REPEL. Congressman Lightfoot, if I may, the feasibility study that we have submitted to the Committee, in Chapter 9, sets out the financial plan for the airport. With regard to the cleanup, the cleanup costs are approximately $290 million. That money will be raised by traditional airport financing, revenue bonds, retained earnings from the O'Hare and Midway Airport, state and federal grants.

And if, as President Bush has suggested, the passenger facility charge becomes a reality, which we are going to work very hard to see that it does so, that would provide a substantial amount, about 40 percent, of the cost of building this airport.

My point is, it is this airport and the ability to raise the money that only the City of Chicago really has, not the other sites that would make it an airport that will prove to be financially stable.

Mr. OBERSTAR. The gentleman's time has expired. The Chair recognizes the gentleman from Illinois, Mr. Lipinski.

Mr. LIPINSKI. Thank you, Mr. Chairman. Mr. Repel, you mentioned the passenger facility charge. If, indeed, that is passed into law by the Federal Government, is there any other airport authority or airport location in the State of Illinois that could take advantage of that?

Mr. REPEL. Under the current proposal, there is not. The only authority that would be able to use those PFCs—the passenger facility charge—for the construction of an airport would be the City of Chicago.

It would be the enactment by the City of Chicago of a PFC for O'Hare and Midway that would generate the money to be used for the construction of the new Lake Calumet site. Those monies would not be available for the Bi-State, Peotone, Kankakee or Gary.

Mr. LIPINSKI. Would you just, for the record, so everyone understands what you are talking about, explain quickly what the PFC is?

Mr. REPEL. The PFC would be, if you will, a head tax on passengers enplaning at airports throughout the United States if the local airport authority chose to enact such a tax, if authorized by Congress.

Mr. LIPINSKI. And what was your estimate, because your microphone went down. What was your estimate of how much the PFCs would fund toward a Lake Calumet airport?

Mr. REPEL. For purposes of the feasibility study, we assume the passenger facility tax of $2.25 per enplanement. That would enable the cost per passenger at the Lake Calumet Airport to be competitive with surrounding airports.

That would generate about 40 percent or $2 billion of the total construction costs for the Lake Calumet site. It is possible if, to keep competitive, if we could still keep competitive, we could build this, depending on what per passenger costs were, entirely with a passenger facility charge.

Mr. LIPINSKI. If you do not receive the opportunity from the Federal Government in regards to the PFC, is it possible for you to go ahead and build the airport at this site anyway?

Mr. REPEL. Absolutely. The generation through the traditional means of airport financing revenue bonds, combination of retained earnings from O'Hare and Midway Airport, airport improvement funds as well as federal and state grants will provide the wherewithal.

I would like to point out that the generation—the kind of traffic that the Lake Calumet airport would generate would put us in a much better position to build that airport than any of the other sites would be, other sites that would have to go to the taxpayers through a combination of various programs, whether they are tax increment, financing districts or the like, to get the wherewithal to do it.

There would be—as you well know, Congressman, the problem that we have in raising taxes in this state today, as I am sure they are in the other jurisdictions represented by the members of the panel, are such that I do not believe that there would be the interest in coming up with the kind of money that would be needed to build an airport in any place other than Lake Calumet.

Mr. LIPINSKI. Either one of the two mayors or both of the two mayors, just so I understand, you both met with Mayor Daley. Mayor Daley told you exactly—it seems like he told you one thing but you haven't heard it from anyone else? I mean, he is the Mayor. He is the man that makes the ultimate decision.

Mr. RONDLET. Mayor Daley told both of us that he could see the possibilities—and he would work on it—to alleviate the runway—and that is what it is, coming out of the airport going through Burnham, which would eliminate Burnham completely and the third of Calumet City.

And he stated then that he was going to look and work with the feasibility study and see if it couldn't be turned around so that it would not come over the borders of the City of Chicago. And this is what we took his word for what he was doing.

Mr. LIPINSKI. All right, but you mentioned something else that confused you or made you feel that he may not have been totally sincere with you. What else was that? Did you meet with someone else later on?

Mr. RONDLET. Yes, we have met at different meetings later on and myself, I have kept in complete contact with the people in the area where he is talking about putting the airport and nobody has seen anything or heard anything about any revising of the airport whatsoever.

Mr. LIPINSKI. But have either one of you heard anyone conflicting what he said about that? Has anyone out of the City of Chicago stated that that is not correct?

Mr. STEFANIAK. I had a discussion with Mr. Repel just last week, I believe, or maybe two weeks ago regarding if any modifications to those plans that were presented to these communities, if they had been modified and/or changed.

At that particular point I was advised, no changes had taken place. In fact, no work was done whatsoever on those plans. They are waiting either for further funding or for these particular type of hearings. Hell, it wasn't mentioned specifically but that is about the only thing that I can realize.

But no, I have not talked to Mayor Daley since our initial meeting in March.

Mr. LIPINSKI. Just one quickly. Mr. Repel, would you respond to that?

Mr. REPEL. Yes. The Mayor has indicated that he would suggest and direct our consultants that they take a look at the airport layout plan that was presented when we presented the current feasibility study in this same hall several months ago and he said he wanted to do that with the view of either minimizing or avoiding the impacts on the cities of Burnham and Calumet City.

During that period of time we have been working, at the urging of the Secretary of Transportation, and with the governors of the State of Illinois and Indiana for the purpose of determining whether or not Chicago would be folded into the current Bi-State policy study committee for purposes of having Chicago look at, along with the other four sites being under consideration.

Our efforts have been moving on in that direction, negotiating with those other jurisdictions, as well as the Department of Transportation, but what the Mayor promised that he would do, will be done, Mayor Stefaniak.

Mr. OBERSTAR. The gentleman's time has expired. The Chair recognizes the gentleman from Missouri, Mr. Hancock.

Mr. HANCOCK. Mr. Chairman, I have no questions at this time.

Mr. OBERSTAR. The Chair recognizes the gentleman from Indiana, Mr. Visclosky.

Mr. VISCLOSKY. Mr. Chairman, thank you very much.

Mayor Stefaniak, in your written testimony, you indicated that you were a member of an airport task force committee. Could you tell me which committee that is?

Mr. STEFANIAK. That is the South Suburban Mayors and Managers Association which represents some 37 communities here on the south side of the City of Chicago—39 communities, I am sorry.

Mr. VISCLOSKY. Mayor, in terms of that Committee, have they taken a position in terms of the need for a third major airport and, if so, what is that position?

Mr. STEFANIAK. Very definitely they are in favor of a third major airport. However, based upon the four selection sites that will be submitted within the next nine or ten months. That is to say, everyone there has made a commitment to let an unbiased study take place, taking into consideration the economics, the demographics and all those things which are so necessary and essential to make sure that the airport is an economic success.

And that is why, politically, everyone in that particular area, has stayed out of it. We want an unbiased study of a site selection and that is what is currently being done.

Mr. VISCLOSKY. Mayor, in terms of the four sites you mentioned that the committee has under consideration, are those the same sites that are under consideration by the Bi-State Commission or——

Mr. STEFANIAK. I believe that is Peotone, the Bi-State, Kankakee and Gary, Indiana.

Mr. VISCLOSKY. And at this point the Committee has not taken a position in favor of any one of those four sites?

Mr. STEFANIAK. That is correct.

Mr. VISCLOSKY. But their interest now is focused on those four exclusively.

Mr. STEFANIAK. That is correct.

Mr. VISCLOSKY. Mr. Repel, one question, and that is, I had a presentation made in my office by the City of Chicago and I just want to make sure that I am clear on one statistic used, and that was the efficiency in terms of the numbers of landings and take-offs between Midway and O'Hare.

I stand to be corrected but my recollection was the suggestion was made that Midway, for its size, relative to O'Hare, was eight times more efficient in terms of the numbers of planes they handled on a daily basis.

Mr. REPEL. I am not familiar with that statistic. I can tell you what the number of enplanements at each of those airports are and the relative size of each of those airports but I could not be able to describe whether that would translate into a degree of efficiency or inefficiency.

Mr. VISCLOSKY. So that was not a specific statistic that was developed as part of the Lake Calumet study.

Mr. REPEL. No, it has nothing to do with the Lake Calumet study and I am not familiar at all in what context that that point was made.

Mr. VISCLOSKY. Fine, thank you. Mr. Chairman, I just want to make it clear that I don't vouch for the factor of eight. I just wanted to clarify my recollection of that meeting.

Thank you very much, Mr. Chairman.

Mr. OBERSTAR. The gentleman from Illinois, Mr. Costello.

Mr. COSTELLO. A question for either one of the mayors. I understand from your testimony that the study committee was formed to look at all the sites and to determine where to put the third airport. This study is for six sites; is that correct?

Mr. STEFANIAK. I am sorry, I don't understand the question.

Mr. COSTELLO. I understand that the study committee that you were a part of——

Mr. STEFANIAK. Correct.

Mr. COSTELLO. Were looking at various locations, various sites to locate the third airport.

Mr. STEFANIAK. Correct.

Mr. COSTELLO. That this committee looked at the Calumet City site.

Mr. STEFANIAK. No.

Mr. COSTELLO. That is not correct?

Mr. STEFANIAK. No. To put things in proper perspective, when the Bi-State Site Selection of a year or two ago decided to move ahead with federal and state funding, the City of Chicago opted not to go into the study. And the four sites were selected.

The Mayor of Chicago, about the middle of February, then decided that he wanted the third airport in the City of Chicago. That particular site then included Burnham and Calumet City.

Mr. COSTELLO. Have the voters in the areas——

Mr. REPEL. Mr. Costello, may I please address the panel? What was just recited has having been the history of Chicago's involvement is not the case. What happened was, briefly, the study that was going on with regard to where a third major air carrier airport

ought to be took a look at a site in Lake Michigan. That was rejected.

There was never a consideration of Lake Calumet site until we offered to have the Lake Calumet site become a part of the Bi-State Policy Committee's process over a year ago and were told by the Chairman of the By-State Policy Committee, Mr. Bayhs, then the head of the Illinois Department of Transportation, that it was too late for us to become a part of it.

We have asked to become a part of that committee and we are currently working with the states of Indiana and Illinois on that issue. So it was not a matter of us just going out on our own. We asked to be a part of the process and early on in the process.

Mr. OBERSTAR. The gentleman's time has expired.

Mr. LIPINSKI. Could I also make a statement on this?

Mr. OBERSTAR. The gentleman's time has expired. We will have to go on to others. The Chair recognizes the gentlewoman from Illinois, Ms. Martin.

Mr. RONDLET. I would like to answer that statement, sir.

Ms. MARTIN. Mr. Chairman, from the questions by Members of the Committee, I am learning a great deal, but I would like to give my time to both the mayors.

Mr. RONDLET. You know, the thing about it is, that when the City of Chicago wanted to get into even the conversation point of bringing this into the study, they wanted to change the whole Commission and put their own Commission in there and Bob, you can't sit there and tell me that this was done a year ago when it was just recently.

Mr. REPEL. We are talking about two different times, a year ago and today.

Mr. RONDLET. Yes, we all heard about two different times.

Mr. REPEL. And with regard to your statement, you are correct, Mr. Rondlet.

Mr. RONDLET. I feel very determined on this thing because after everything else fell down on them, after they got refused the monies from Mr. Skinner, the Secretary of Transportation, the monies for the feasibility study, then they become involved and they want to go into the Bi-State study that they have.

Sure they would, but they want to also change people—personnel—in that study and this is a matter of record and I feel very concerned about it and I don't feel it should be done.

Mr. OBERSTAR. Mr. Sangmeister.

Mr. SANGMEISTER. I will direct my question to Mr. Repel. I suppose it is possible to build an airport anywhere you want to build it, but this location that you picked, I think, is frankly probably one of the most unfeasible locations I can think of.

You have quite a combination here—you have the disruption of homeowners, you are going to have to reverse the flow of a river, you have got fog coming off the end of the lake. Everybody knows how much snowfall comes at the end of the lake. You also have wetlands to be considered. You heard the mayors talking about the displacement of homeowners, not just for Calumet City or Burnham, but for the entire area you want to build that airport in.

What is your estimate of the number of people that are going to be displaced in order to put that airport in that location?

Mr. REPEL. We are talking about 8,500 homes. And Congressman, about 25,000 people. If I may respond further, and Congressman Sangmeister, you know I have always respected your opinion, not only in Springfield but in your capacity now, but what I wanted to talk about is this issue of the statement that you made that this is the most infeasible concept.

The feasibility study that we had conducted was conducted by some firms that are recognized as some of the experts in the aviation area, recognized experts in the environmental area, recognized experts in the economic area, recognized experts throughout any of the matters that we considered.

Their professional reputations were on the line and they concluded that it is feasible, from an air traffic perspective, from an air safety perspective, from a financial feasibility perspective, from an environmental perspective—and I can go on and on and on—that you can build an airport at the Lake Calumet site.

What we will find out is, when we put the Lake Calumet site next to the other four sites being considered, as we are willing to do, if it is done on a level playing field, that it will be the Lake Calumet site that will be chosen based upon its individual merits and its feasibility.

Mr. SANGMEISTER. There is one area that has not been covered. When you are talking about all the experts that you worked with, would you say that the air traffic controllers are experts as far as safety is concerned in this area?

Mr. REPEL. I think air traffic controllers are experts in what their area of responsibility is, and that is not aviation planning.

Mr. SANGMEISTER. No, but it is aviation safety, is it not?

Mr. REPEL. It is moving airplanes around in the sky and separating them for purposes of making certain that they don't run into each other. It is not planning the lines of travel from one airport to the other.

Mr. SANGMEISTER. The air traffic controllers are the Professionals who maintain the patterns when a pilot looks out the window and can't see anything he/she is in the hands of these people. What do they say about the site you are proposing?

They are saying that this site is located directly under the busiest arrival fix to the metropolitan area. Also, all inbound altitudes from 5,000 to 11,000 feet, are already used. In other words, there isn't an open altitude for use at all.

Mr. REPEL. Congressman Sangmeister, may I address that? I think it is an unfair characterization for that air traffic controller or that organization to make that kind of statement with regard to the feasibility of the Lake Calumet proposal when we have pointed out in the proposal that there would be a need for a restructuring of the air space here.

He is right about it being the busiest but he doesn't know enough to know that it needs to be restructured and that the technology is available to do that in the future.

Mr. SANGMEISTER. Well, I don't have any expertise at all in this area. I will tell you one thing, with your proposed location and its close proximity to Midway, you are going to have to close down Midway airport because it is impossible to route this large volume of air traffic without increasing delays. We are talking about a

third major airport, not closing down Midway or O'Hare, we are talking about a third major airport.

And there is no way, from what the air traffic controllers are telling me, and from what common sense tells me, you can have that many planes in that space.

Mr. REPEL. Our feasibility study assumed that there would be some restrictions with regard to the flights at all of them, namely those restrictions being the use or the relegation of Midway Airport to general aviation and corporate jet traffic.

Mr. SANGMEISTER. Mr. Chairman, as it pertains to that issue of safety, I would like to introduce into the record the letter that came to me from the National Air Traffic Controllers Association, Chicago Center, regarding air safety as far as the Lake Calumet site is concerned.

Mr. OBERSTAR. Without objection the letter will be included in the record at this point.

[Letter from the National Air Traffic Controllers Association follows:]

JUN- 7-90 THU 13:08 FAA CHICAGO ARTCC-AT DIV P 02

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
CHICAGO CENTER — LOCAL ZAU
MEBA/AFL-CIO
619 INDIAN TRAIL • AURORA, ILLINOIS 60506 • (708) 897-2061

The Chicago Center Local of the National Air Traffic Controllers Association(MEBA/AFL-CIO) has had the opportunity to review the Fuasibility Study for the Lake Calumet Airport. We feel that several important issues from an air traffic perspective have been grossly overlooked.

1. The airport is located directly under the busiest arrival fix to the metropolitan Chicago Area, the Plant arrival fix. This inbound fix is already saturated with traffic. The controllers are working multiple sequencing problems with traffic for O'hare, Midway, Meigs, and North Satellite airports. Currently all inbound altitudes are used from 5000 to 11000. This does not leave an open altitude for use. Also, the inbound fix is hampered by the volume of departures to the north and west. Both of these departure corridors are already saturated with traffic. From our perspective the only way to have a viable operation into the site would be to route all Calumet traffic over the south arrival fixes(PLANO & PLANT) along with the satellite traffic (MDW,CGX,NBU,PWK,DPA,ARR). This would mean that all O'hare traffic would be routed over the north fixes(KUBBS & KRENA). This would double the traffic over these two fixes, increase flight time and mileage at uneconomical altitudes for the rerouted aircraft resulting in additional flight delays.

2. The plan to keep MDW as a reliever airport for general aviation will further compound the problem. Today's general aviation growth is not in the small aircraft side, rather most of the growth is in turbo-prop and jet aircraft. These aircraft require the same handling and airspace needs of today's air carrier jets. The adverse impact will be felt most during time of marginal VFR and IFR weather.

3. An airport designed for the 21st century should be designed with the projected types of aircraft to be built in that era. The proposed airport does not provide for a runway of at least 15,000 ft in length. The planned hypersonic airliners of the 21st century will need this type of facility, as well as the planned "super jumbo" jets.

4. Locating an airport so close to O'Hare will have adverse impact on both flights leaving the Chicago area for the same destination, and flights departing other airports for these destinations. Traffic management procedures would result in lengthy delays to provide the required in-trail spacing. The volume of traffic generated by having both airports in such close proximity would also increase traffic restrictions on other airports such as Detroit, Minneapolis, St Louis and Dayton.

5. Major restrictions are now placed on Midway Airport due to it's proximity to O'Hare. Locating a major new airport less than 50 miles from O'Hare would result in similar restrictions placed on the users of this new airport. Given the plan to keep Midway Airport open as a general aviation airport would result in even greater restrictions on both Midway and the proposed Lake Calumet site.

Mr. OBERSTAR. Please don't applaud after every statement. The Chair can not hear what your own Member of Congress is saying.

Mr. SANGMEISTER. That is all I have, Mr. Chairman.

Mr. OBERSTAR. The Chair recognizes the gentleman from Illinois, Mr. Savage.

Mr. SAVAGE. Let me thank the Mayors for being with us tonight. Let me turn to Mr. Repel. I have three questions and let me preface it by pointing out to you that I realize that there are many factors that go into giving one site a preference to another site.

I am impressed with the financial feasibility of the Lake Calumet site. I am impressed that it will provide a hard hit area with jobs. I am bothered by what I would consider to be your greater concern for the financial considerations than for the human problem.

That is, I am concerned that the proposal displaces so many people. I would ask first, are you willing to substantially modify the plan in regard to the size and configuration in such a way as to substantially reduce the numbers of homes and jobs lost or is that possible?

Mr. REPEL. We are willing and as I mentioned earlier, Congressman, one ought not to get married to the airport layout plan that we have presented in the feasibility study. I will be very frank with you. At least the area of Hegewisch would be an area that probably under any scenario would still have to be dislocated.

But with regard to the industry and relocation of industry, there is a lot of room for movement to save what we can, to retain what we can in the industry that is there, and if we can't retain it, we are going to help and assist and plan, on an individual basis, with each of those industries, to have those people be able to retain their jobs.

There is land that will become available just outside the airport study area to relocate their plants.

Mr. SAVAGE. That brings me to my second which is, if it is possible to modify this plan to save some homes and jobs, then wouldn't it have been wise to consult with them prior to the proposal of this plan?

Mr. REPEL. Congressman, I am very happy that you asked that question. I think that it would have been irresponsible for the Mayor of the City of Chicago to have announced that he is going to look and see if you can build a third airport on the southeast side without having known whether he could do it or not.

The same kind of trauma—and he is sensitive to that—that is occurring this evening and has been occurring for the last several months, would have been occurring before we ever knew whether we could build an airport there or not.

Now that we know that we can—and that is why it wasn't said before—we are going to work with each business, each individual home owner, each renter. We will make certain that whatever we can do to make their trauma less disruptive, we will do.

And in fact, he is committed—the Mayor of the City of Chicago, Mayor Daley—to go beyond what the federal law requires with regard to that kind of assistance.

Mr. SAVAGE. It looks by the proposal, that when you say it is possible to build an airport, it takes more than money for government to do something about democracy. It also requires the support of

the people and it seems to me that he could have gotten the feeling of the people if he had consulted in advance he may have found himself obligated to begin to propose specific options and alternatives.

Mr. REPEL. Congressman, we have done that already and we have done that in every presentation that we have made to the people in Hegewisch and to the people in to the people here in Calumet City.

We have plans to build new communities should the affected people be interested in that. We have plans to move those people. We have plans to help them find jobs.

Mr. SAVAGE. Let me ask my third question. With all this toxic waste, without this airport site, Chicago will not clean up its own mess?

Mr. REPEL. I am not suggesting that at all, Congressman, and if you mean to suggest that Chicago as a governmental agency is responsible, that would not be a correct statement. The people who are responsible for the hazardous and toxic waste sites there and the dumping that has been going on for 100 years is the industry that has been there.

And what we are going to do, we are going to—if I may—I suggest to you that a great deal of that dumping and most of that dumping has gone on out there without any permission from the City of Chicago.

Mr. SAVAGE. Well, it is the responsibility of the City to enforce its laws.

Mr. REPEL. And we are enforcing our laws. We are suing the corporate entities that were dumping there and creating those toxic wastes. What I said is that there can't be a cleanup in a comprehensive and timely fashion. We would clean it up anyway, but it will not happen as quickly nor as comprehensively.

Mr. SAVAGE. Thank you, Mr. Chairman.

Mr. OBERSTAR. Thank you. One final question to Mayor Stefaniak, Mayor Rondlet, on process. Do you feel that the process that is in progress for site selection is fair to all interested parties; that your cities will be given a fair hearing and that your concerns and considerations will be given adequate weight and value in making a decision?

Mr. RONDLET. No way. I can't see any progress as far as the City of Chicago is concerned with the two municipalities that you are referring to. I mean, let's go back. He was talking about 8,500 homes. Actually it is close to 10,000 homes that are going to be destroyed here.

You are going to have over 50,000 to 60,000 people that are going to be out of homes and things like this. This is progress? Not by a darned sight. I mean, the feasibility study, the way it is gone about, I can't understand why these points haven't been brought to the people, to us, in the first place to start out with. Would you like to say something?

Mr. STEFANIAK. The only way that people in this entire area will get a fair shake is in the event that the four site selection process be allowed to continue from an unbiased standpoint, without any political pressures, including the Mayor of the City of Chicago.

Secondly, if the Mayor in that City of Chicago was so concerned, why weren't alternate plans submitted with the original plan. Bob says, there is not a marriage. He is absolutely correct, but it is the only one in town at the present time and this has been going on for some six months. Thank you.

Mr. OBERSTAR. Thank you. Now I think the process is an important part of the whole selection consideration and I will give Mr. Repel an opportunity to respond or make any observation about the site selection process.

Mr. REPEL. Mr. Chairman, I believe that you were referring to the Bi-State Policy Committee, the policy that has been established among the states of Indiana, Illinois and Wisconsin.

Mr. OBERSTAR. That is correct.

Mr. REPEL. Currently we have been working with Secretary of Transportation Skinner and the governors from the states of Indiana, Illinois and the Mayor of the City of Chicago.

I can report to you this evening that we are very close with regard to an agreement with regard to whether Chicago will become part of that process. The only thing that has been suggested by the Mayor of the City of Chicago with regard to that process is that it be a process that is fair and objective so that the Lake Calumet proposal can stand on a level playing field with the other sites and may the best site win.

Mr. OBERSTAR. Thank you very much. I want to thank the members of the panel for your testimony and for the participation here. It has been a very grueling hour for you. Thank you very much.

[Mr. Repel's statement appears on page 214.]

[Mr. Fitch's statement appears on page 98.]

[Mr. Stefaniak's statement appears on page 223.]

[Mr. Rondlet's statement appears on page 220.]

Mr. OBERSTAR. The next witnesses with respect to the Gary site are the Honorable Thomas V. Barnes, Mayor of Gary, Indiana; Mr. Jim Combs, Chairman, Greater Gary Chamber of Commerce, Gary, Indiana; Mr. Daniel Stevenson, Gary, Indiana, Board Member, Operation Stop Runway; and Mr. Terrence McCloskey, Board Member, Operation Stop Runway, Gary, Indiana.

Mayor Barnes, welcome. We appreciate your participation this evening.

Mr. BARNES. Thank you very much, Mr. Chairman.

Mr. OBERSTAR. We will not proceed until there is order.

Mr. Mayor, please go ahead.

TESTIMONY OF HON. THOMAS V. BARNES, MAYOR, GARY, IN; JIM COMBS, CHAIRMAN, GREATER GARY CHAMBER OF COMMERCE, GARY, IN; DAN C. STEVENSON, BOARD MEMBER, OPERATION STOP RUNWAY, GARY, IN; AND TERRENCE B. McCLOSKEY, BOARD MEMBER, OPERATION STOP RUNWAY, AND PRESIDENT, ISAAK WALTON LEAGUE OF AMERICA, INDIANA DIVISION

Mr. BARNES. Thank you very much, Mr. Chairman.

Mr. Chairman, Members of the Subcommittee on Aviation and other panelists, I am certainly pleased to be here and pleased this opportunity was presented to us to provide some information that we think would be important relative to the site selection process and certainly the Gary site, which we support.

This congressional hearing allows me the opportunity to speak to the advantages offered by this site, which are quite far reaching. Hopefully my testimony will provide information which will assist you in your deliberations on this issue.

The Bi-State Commission study process has been underway now for over a year. Its ultimate objective, the selection of the best site for new airport development. Several sites are in competition. One will survive.

The site selected must answer many questions. One question should be answered along with all the rest. When will it happen, for if we dilly dally too much with a process that is working now, it is very possible that we may finish the race by losing.

When the study process has been completed, it is my belief that it will be found that the Gary site has the best location. Just 35 minutes from downtown Chicago, the Gary site is closer to many Chicagoans than O'Hare Airport.

Excellent uncongested access is available via I-90 for Illinois residents as well as I-80 and 94. I-65 would provide a direct route to the site for thousands of northwest Indiana citizen who will utilize a regional airport at Gary as a much preferred alternative to O'Hare and Midway.

For those who prefer not to drive, inter-urban rail transportation is available. The Chicago South Shore and South Bend Railroad, a commuter rail service, runs from South Bend, Indiana to downtown Chicago. This train stops less than five minutes from Gary's airport.

The Gary site, perhaps better than any other site currently under consideration, is the best of all worlds for a critical market segment of airport users in both Illinois and Indiana because of its site proximity.

When the study process has been completed, I believe it will be found that the Gary site has appropriate acreage for expansion. Like Midway, the Gary site sits on almost 700 acres of land currently. Unlike Midway, however, its existing facilities are underutilized and, unlike Midway, the Gary airport is not landlocked.

A regional airport at Gary could make immediate use of existing facilities, which include a terminal building and the existing site which is surrounded by acres of vacant land, could be expanded to at least 3,500 acres without negatively impacting a single household, a single neighborhood.

There has been much discussion of late on impact that expansion of the airport could have on Gary residents. It is important to remember that these discussions have occurred in a vacuum and that no determination has been made as to the size necessary for a third regional airport.

I regret, Mr. Chairman and Members of this Committee, the wide publicity that was given to a fly-over study of the impact on Gary, Hammond and East Chicago by a study team that I am convinced never set a foot in Gary, Indiana.

It is important to remember that as originally contemplated, the third regional airport was to supplement, rather than replace, existing airport facilities. The Gary site has sufficient acreage to do this without supplanting either O'Hare or Midway.

At this very moment the Gary airport has the capability of supporting over 200,000 air operations as compared to O'Hare's over 600,000. If the third regional airport designation is granted, this ability will increase significantly.

Clearly, the Gary site is fully capable of helping the Chicago area to maintain the major air transportation hub in the U.S. The study will conclude that an investment in Gary is a wise investment.

When the study process is completed it will be found that the Gary site offers the most opportunity for economic impact, for the City of Gary is in the process of attempting to spur an economic renaissance and is experiencing some success in this area.

Joblessness and unemployment are still critical problems. A regional airport at Gary has the potential of creating in excess of 100,000 jobs, four times more the number provided by the City's previous largest employer, the United States Steel Corporation at its height of employment.

Such a spur to the economic recovery of the city would bring much needed diversification and prosperity to all of northwest Indiana as well as portions of Illinois.

When the study process is completed, I believe it will be found that the Gary site has the most public support. While there are pockets of dissent, generally the citizenry of northwest Indiana, indeed many citizens of Chicago, support Gary as a regional airport site.

The support is broad based. Labor, industry, civic organizations, average citizens, all say the way to turn Gary around, the way to help all of northwest Indiana, is to support a regional airport at Gary.

The support is not just vocal. Financial support is promised as well. Our state government just recently committed to Gary's airport—a $500,000 appropriation was made just a few days ago for improvements that will leverage some $7.8 million, and an application for more funding from the state is currently pending.

If selected by the Bi-State Commission, I fully expect the Gary site to receive 100 percent support at all levels of government and the citizenry, and that includes business and labor, labor such as United Steelworkers of America Local 1033 of Chicago, Illinois.

When the study process is completed I believe it will be found that the Gary site has the requisite existing infrastructure, accessibility, proximity, acreage, public support and economic impact to support its selection as the best site for a third regional airport.

Thank you very much.

Mr. OBERSTAR. Thank you, Mayor.

Mr. Combs, do you have a statement as well?

Mr. COMBS. I sure do.

Good evening. My name is Jim Combs. I am Chairman of the Board of the Greater Gary Chamber of Commerce. I greatly appreciate this opportunity to address the Aviation Subcommittee to explain why the Gary Regional Airport is the best site for development of the Chicago and Gary third major airport.

The City of Gary was founded in 1906 by U.S. Steel Corporation. Throughout our history the steel industry has been the lifeblood of our city. Until the late 1970s steel and related industries enabled us to grow and prosper.

Regretfully, with the dramatic downturn in the steel industry in the late 1970s, Gary suffered dramatically. Between 1979 and 1982, employment in Gary's steel mills decreased by 66 percent. At the time the steel mills forecasts showed no improvement for at least the next decade.

Unfortunately this prognostication has proven to be true. It is important to realize that it is with this recent history in mind that the citizens, business community and local government have and will continue to work to do what is necessary to make Gary the most attractive alternative for selection of the airport site.

This opportunity has galvanized the community and worked as a bond to bring our community together to pursue a common goal. The Gary site will be selected on its merits.

The Gary Regional Airport has the unique advantage of being in the best location to the overall market. The airport is just 38 minutes by car from the Loop in Chicago. Access to the airport is excellent. It is located contiguous to an extensive highways system—I-80, 94, the Cline Avenue Expressway, the Indiana Tollroad, I-90, and Routes 12 and 20.

Furthermore, the airport is accessible to the South Shore Railroad and AMTRAK.

Of all the options under current review by the Bi-State Committee, Gary is the only site with an existing facility. While it will have to undergo extensive development and expansion to make the transformation into a major facility, the underpinning resources are already in place. In fact, the main runways at the airport are longer than those at Midway Airport and is capable of accommodating aircraft as large as Boeing 737's.

It is not only the people in Gary who believe the present site and facility can be transformed to meet the new demand. The Chicago Airport Capacity Study undertaken by a tri-state committee made up of representatives from Illinois, Indiana, and Wisconsin, and funded by a grant from the Federal Aviation Administration, was charged with selecting one or more sites within the greater Chicago area at which additional air carrier capacity could be provided.

The Committee looked at green field sites and already existing airports. In August of 1988 it announced its findings. The study concluded that the Gary Regional Airport could be expanded to serve as a supplemental airport for the Chicago region.

The airport was rigorously evaluated on the basis of nine technical factors: one, levels of passenger demand that would be accommodated as a supplemental airport site; two, regional access to the site; three, capital construction costs; four, long-term expansion potential; five, projected economic impact; six, natural environmental impact; seven, aircraft noise impacts; eight, a preliminary air space analysis by the Federal Aviation Administration and; number nine, public support and public acceptability.

The study concluded that Gary would generate the greatest number of new jobs in comparison to all other sites because of our regional location and accessibility. Between 113,000 to 122,000 jobs would result from the development of the Gary site as a major regional airport.

This level of employment would result in a related annual payroll of approximately $1.6 billion. This boom would not only affect Gary but the whole Chicago and Gary, Hammond SMSAs.

It would mean jobs in Indiana and jobs in Illinois. New businesses would be attracted to the corridor between Gary and Chicago. The additional disposable income would be spent in both states.

The study concluded that, and I quote, "The Gary airport would offer the greatest number of jobs, offer better accessibility to jobs for the unemployed and would provide the most positive impact for low income workers than any of the other sites. The Gary airport would provide for greater concentrations of the indirect jobs in Chicago and along the Lake Michigan shoreline in Chicago. Of all the potential sites, Gary is the best one for continuing the development and the expansion of the Chicago central business district."

I am confident that the Bi-State Committee which is conducting the latest and hopefully the last phase of this process will also select the Gary airport site. Even with the addition of the late Calumet site, the advantages of Gary continue to make it the best site.

The city and state government actively support it. Our federal legislators have unequivocally endorsed expansion of the airport. The community has united behind this project in an unprecedented manner.

Gary supports the airport and Gary wants the airport. Thank you.

Mr. OBERSTAR. Mr. Daniel Stevenson.

Mr. STEVENSON. Thank you, Mr. Chairman and Congressman Visclosky for allowing me this opportunity to speak tonight. I am a resident of the Hessville section of Hammond and I have many reasons for opposing the expansion of the Gary Regional Airport.

First and probably the biggest reason is the adverse affect that a major jetport in Gary would have on the quality of life for my family and all of my Hessville neighbors. When I speak of neighbors, I speak of the entire Hessville community.

My concerns, along with those of my neighbors, are about safety, increased air and water pollution, noise pollution, increased traffic congestion on an already over-crowded highway system, and the closing of U.S. Route 12.

When I speak of safety, I not only speak of the safety of the community, I also speak of the airline passengers' safety. Along with the numerous oil refineries and chemical plants that could spell disaster for an entire community in the unfortunate event of a plane crash, there are numerous landfills, many of them toxic, within 10,000 feet of the runways.

That will attract birds and therefore increase the risk of a crash due to increased bird strike hazard. It is also my understanding that this is in direct violation of FAA regulations.

The possibility is there, and even increased, with the strong lake winds, of a crash upon take off or landing at Gary Airport.

When I speak of air and water pollution, I speak of an area that is already an air quality non-attainment zone. It is a proven fact that air pollution is the biggest cause of water pollution. Even though there is much talk of new technology that will be put in on the new modern jet planes, it must be remembered that the planes will be used for 20 to 30 years and even longer.

In addition to the increased pollution from the jets, the added highway traffic going to and from the airport will increase pollution through the automobile emissions.

When I speak of the noise pollution, I speak of an unbearable noise that has caused litigation and millions of dollars in damage awards in other major airport areas across the nation, including Chicago.

As with the air and water pollution problem, I heard a new technology will eliminate the noise problems. But again, the older planes will be used for twenty to thirty years after the new technology comes in and it is still not here yet.

When I speak of increased traffic congestion, I am addressing a highway system that is already overcrowded. I am talking about daily bumper to bumper, and even stand-still traffic on Cline Avenue, the Borman Expressway, the northern portion of I-65 and U.S. Routes 30 and 41.

In addition to these overcrowded systems, many of our local neighborhood streets are being used to bypass the daily congestion.

When I speak of the closure of U.S. Route 12, it might sound minor, but it is not. U.S. 12 is an easterly access and escape route for Indiana Harbor. If U.S. 12 is closed, that would create a dangerous situation by only having the bumper to bumper and standstill Cline Avenue for evacuation of any type.

In addition to those concerns just stated, I also have other concerns, including additional environmental concerns. The expansion of the Gary Airport would spell doom for the Clark and Pine State Nature Preserve and its endangered flora and fauna, many of which are ecologically ranked as globally significant.

The expansion of the Gary Airport would also call for the destruction of hundreds of acres of federally regulated wetlands.

Some of my other concerns include the almost certain closing of the Northern Indiana Public Service, Dean Mitchell Power Plant, and the possible closing of a portion of U.S.X. Gary Works, both at taxpayer's expense.

Another item that concerns me is the almost certain closing of one hospital—St. Catherine's in East Chicago—and the possible closing of at least one more.

As a steelworker at a major steel company, it is important for me to know that in the event of an accident at work, adequate medical treatment is only minutes away.

My final issue of concern is the possibility of my community being relocated. Many residents of Hessville are senior citizens and have lived in their homes their entire adult life. Dislocating these residents from their homes could have a devastating effect on them.

While I, myself, am only 30 years old and have been a Hessville resident for only seven years, I do not want to move either. I love my home and I love my community.

Before concluding, I would also like to go on record as being in opposition of Chicago Mayor Daley's proposed site for many of the same reasons.

If an airport must be built, it is my feeling that there is only one site that is right for an airport. That site is currently not under

consideration but should be. That site is Newton County's Colfax Township.

Thank you for your time and consideration and I urge you to reject Gary Regional Airport as the third major jetport for the Chicagoland Region.

Mr. OBERSTAR. Thank you for your statement.

Mr. McCloskey.

Mr. MCCLOSKEY. Thank you, Mr. Chairman, Members of the Committee.

As early as October 1987 the Isaak Walton League went on record as opposing the expansion of the Gary site for various reasons. My degree, my education is not aeronautical. But my knowledge and my understanding of the process is, if you don't know, you go learn.

We began searching and finding federal advisory circulars. We began finding Department of Transportation orders to give some specific federal reason as to why you don't have a dump next to an airport, why you don't spread fertilizer on the lawn of the airport to retract seagulls, why you consider many other factors, based upon their total effect, on the community and for this committee on the nation.

And I am very glad that this committee has decided to come to this region in Calumet City. This was my arch-high school rival. I was originally raised in Lansing at TF North High School. We were the Rebels on the south side of the river and these are the Meteors up here.

Too often when we spoke of national major environmental issues, we were scoffed at as being premature. We were scoffed at as being not knowledgeable. We were scoffed at as being everything but what paddy saw go through the door.

What I contend, sir, is that the Federal Aviation Administration, the professionals in charge of the planning, the professionals in charge of the review, had a junky study called the Peat Marwick study, sail through their dike and they didn't catch it.

What I would specifically like to point up, strict federal noise regulations, Advisory Circular 150-5020-1, noise control and compatibility planning for airports, state that a noise contour map prepared for an airport must consider flight paths out at least 30,000 feet from the end of the runway.

"Exposure to aircraft noise is highest directly underneath the flight path profiles." Homes, schools, hospitals will have to be destroyed in this consideration.

Since that point of early days of understanding and observation of federal law, our worst suspicions were confirmed in that the FAA required similar sizes to be studied for all areas in the Bi-State consideration.

In respect to what His Honor Mayor Barnes says is doable at the Gary site, I am asking, what does the FAA want? Do they want a 3,000 acre airport or do they want a 10,000 acre airport as demonstrated in every other site including the late entry, the Lake Calumet site.

We claim, and I think with some substantiation, that with the percentage reduction of acreage, with every site, with the potential reduction of developable acreage adjacent to every site, every one

of our economic indicators, every one of our economic predicators should be considerably lessened.

The job predictions are totally unrealistic. From our indications, at least 14,000 homes would have to be destroyed around the Gary Airport and with some serious consideration for our fellows and our neighbors around the Lake Calumet site, over half of the destruction of homes is going to come from the Hessville section of Hammond and from East Chicago.

For your Congressmen's consideration, the Hessville Section, Census District 103, is the second highest median income level census district in Lake County. Only Muenster, Indiana has a higher median income than this Hessville section of Hammond.

As you consider further what affects that the expansion of Gary would have, I will go back to a claim that has been expressed here time and time again. I am asking for a fair shake.

Based upon the poor professionalism, the shoddy workmanship, the lack of thorough analysis demonstrated in the Peat Marwick report that even gets the Gary site this far into consideration, my first reaction is, I hope the Lake Calumet site and I hope the Gary site get a better shake the second time when the TAMS consultants get done with their study.

Our specific point of observation is in Table 32.

Mr. OBERSTAR. Time is expiring. You will have 30 seconds more.

Mr. MCCLOSKEY. In Table 32, sir, a summary of cost estimates of the candidate sites, it is important to note that the total cost of the Gary site was then listed as $1,877,000. I allege it was used as a horse race because the Bi-State is $1,984,000 and Green Garden is $1,986,000.

Our own governor's office now admits that the cost of the construction and destruction of the Gary site, sir, will be over $5 billion. I still think that is a panacea. The destruction to life and property is important, but as we originally alleged, the affect on people is the most important environmental concern to address before this body and I thank you for your time.

Mr. OBERSTAR. I just want to observe as one who was raised in the iron ore mining area of northern Minnesota, where we shipped the iron ore to the lower lake steel mills, where our livelihood depended on the success of steel, that I feel a great affinity and a great kinship with the people of this area.

When you talk about losing homes and losing ethnic neighborhoods, when you talk about economic impacts, when you talk about creating jobs for people who have lost theirs, I feel that very deeply, and so do the people of the area that I represent.

We are tied inextricably, our economy to yours. The rise and fall of mining to the rise and fall of steel. Now we are uniquely tied in another way, this matter of aviation and what this Committee hearing is all about is fairness and process and to be sure economic impact and safety and all the considerations—environmental, as well as human, that each of you has addressed, as well as previous witnesses.

We are here to learn, to hear, to understand and to determine whether the process is fair and whether the consequences of a decision about an airport at one or the other of these site locations, are

being fairly and adequately and effectively considered by the site selection process in place now.

You have made your views very clear and I appreciate that. The Chair recognizes the gentleman from Iowa, Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman. For 30 seconds here, let me play devil's advocate on the Gary site. Those of us who travel through this area and are familiar with geography around here realize that Chicago is a suburb of Gary, Indiana.

The problem that I was seeing from possibly a public relations perspective, should the Gary site be selected, people around the country were not familiar with the closeness of the two communities. I think one of you mentioned thirty-eight minutes, or some such thing from the Loop. I assume that is without police escort.

Although the west coast is not familiar with the geography here and the destination of Gary, Indiana, they want to go to Chicago, Illinois. How would you propose to wrestle with that kind of PR problem?

Mr. BARNES. Mr. Chairman, I think perhaps that is one of the things that is important about this Congressional hearing right now, an opportunity to provide testimony. I think it is perhaps one of the most unfortunate developments that any community can face, or that this nation faces, that we would allow a community to be stigmatized by individuals who, in many instances, have never set a foot in it, who are not aware that Gary, Indiana is just a few minutes from Chicago; that Gary, Indiana is a community of people who have worked and built a city just as whether it be a Hegwisch or Calumet City or areas of Chicago or any other communities across this nation.

So I think that at every opportunity we have, we shout the message that Gary, Indiana has been a magic city. It was called that back in the 1920s, when it was growing and we had job opportunities that were constantly flourishing. And if we continue to push for these kinds of opportunities in a fair process that can, in fact, place Gary in the leading role in terms of this study process right now, that that magic can be seen again.

So it is not a hard job. It is not an impossible job. It is not an easy job either, but it is one that all of us have a responsibility, I believe, to participate in.

I guess that is the reason I was most concerned about some of the statements that were made even by a study team that in a two week period of time, I understand, decided that they had to say something negative about Gary's potential as a third airport.

And so as I understood it, they flew over it and they took some pictures and they then extrapolated data from those pictures and decided what the impact on Gary, Indiana is.

We want people to do just as our Governor did last week, to come around, get in a car with the mayor, and let's drive around and take a look at some of the neighborhoods, look at the good, look at the bad and look at the potential and look at the problems.

And I think when more of us do that, even members of this Congressional Committee—and I would certainly invite you to—when more do that we will have a better understanding and I think a better appreciation for the struggling that is going on in a lot of our urban areas throughout this entire nation, not just Gary, Indi-

ana and certainly I think we will have a greater appreciation for the fine tremendous city that we have, certainly not devoid of its problems, but a strong city with a strong basis, a strong background, strong ethnic communities as well, and one that is clearly going to lift itself up by airplanes and by otherwise where it belongs.

Mr. OBERSTAR. The Chair recognizes the gentleman from Illinois, Mr. Lipinski.

Mr. LIPINSKI. Thank you, Mr. Chairman.

Mr. Mayor, if the Gary site were to be selected, we would still have O'Hare Airport operating and Midway Airport operating and my first question to you is, what would draw the airlines to Gary underneath those circumstances?

Mr. BARNES. I believe that there are airlines other than the two major ones that currently use O'Hare. I believe that there are other airlines that would be more than willing to come to an airport that perhaps offers them utilization without paying some of these huge amounts that right now these airlines have to pay because there, in fact, really is a monopoly that exists at O'Hare.

Some eighty percent of the slots and times are controlled by two airlines. I think many of the other airlines would welcome the opportunity to have an airport facility whereby they could utilize that would have available slots without paying some very substantial amounts.

Mr. LIPINSKI. You are saying that some of the airlines that now utilize Midway and O'Hare would move to the Gary site for financial considerations?

Mr. BARNES. I certainly believe that that would play an important part and not that they would necessarily change their entire structure, but I certainly believe they would want to utilize an airport that provided all of the amenities in terms of distance to your downtown Chicago commercial district, provided adequate transportation—surface transportation—for their passengers. I clearly think that this would be a very excellent possibility.

Mr. LIPINSKI. Well, as I heard Congressman Sangmeister mention earlier, though, in regards to the air traffic controllers and the very crowded sky, wouldn't we run into a problem with O'Hare operating and Midway operating if we attempted to start operating the Gary Airport?

Wouldn't there be a great deal of congestion and perhaps some problems up there?

Mr. BARNES. Well, I believe, first of all, that clearly the—and this study process is one that can reconfigure the air traffic lanes—but also I understand that the Gary Airport is not in the same traffic control zone as Chicago—as O'Hare is in.

Mr. LIPINSKI. I don't think that is correct, but we can always check that out later on.

Mr. BARNES. We certainly can.

Mr. LIPINSKI. Another question I have for you, and I will make this very brief because I understand my time is limited. Right now the Gary Airport is a commercial aviation airport; correct?

Mr. BARNES. It is an airport. It does general aviation and it has reliever designation already.

Mr. LIPINSKI. Can you explain to me, though, why there isn't more commercial operations out of Gary, since it is a commercial airport, since you do have this long runway. Why has none of the major or even minor carriers moved to the Gary airport?

Mr. BARNES. Well, we are delighted at the kind of growth that has occurred over recent years. We have an overall capacity in excess of some 200,000 operations. Currently this past year we had approximately 90,000 operations. Some 500 corporations utilize our airport.

Just a few days ago we had Direct Air, a small commuter operation that just inaugurated services—as a matter of fact, today was its first day of inauguration of services. We are convinced that if we continue the aggressive posture that we have been involved in in the last few months, that we are going to attract some of those not only commuter service, but also cargo service as well.

That is the challenge that is ahead of us right now. It is one that we are working on and we think we are making some progress in it.

Mr. LIPINSKI. What are those commercial carriers that you have at the present time?

Mr. BARNES. Direct Air is the one that just started today out of Fort Wayne. It will be providing service to Cleveland, to Pittsburgh and to Detroit.

Mr. LIPINSKI. That is the only one you have at the present time?

Mr. BARNES. That is correct, just started today.

Mr. LIPINSKI. Thank you very much, Mr. Mayor.

Mr. OBERSTAR. Mr. Visclosky.

Mr. VISCLOSKY. Mr. Chairman, thank you very much. First of all, I would like to thank Mr. Stevenson and Mr. McCloskey for the time and commitment you have shown by appearing here today. Obviously in terms of the benefits of developing the Gary Airport, we are in conflict, but I do appreciate your commitment to your point of view and your participation this evening.

Mayor, what I would like to do is to ask a couple of questions in terms of the controversies about size as well as procedure. In looking over the witnesses that have participated tonight thus far as well as those projected, it appears that you are the only individual who will be testifying tonight who also sits on the current Bi-State Commission.

Recently, and you alluded to it in your testimony, there has been some controversy in terms of what the proposed size of the airport will be, as well as the number of enplanements. Has the Bi-State Commission itself ever approved those assumptions by the TAMS Consultants?

Mr. BARNES. That has not happened yet and I guess, again, that is one of the concerns that we had early on, was to indicate a process where to be certain that all the sites are studied relative to any particular criteria before the Bi-State Committee would release any information relative to a particular site.

And so I think that the Bi-State Committee is following that process. I believe the information we heard bandied about some weeks ago was not information that originated from any finding or any determination that was made by the Bi-State Committee.

Mr. VISCLOSKY. Would it be your sense, as the Bi-State Commission is reorganized, that the procedures used in terms of some of the critical assumptions that will be under consideration during the next eighteen to twenty-two months, ought to also be assessed in those negotiations?

Mr. BARNES. Well, I think the important thing relative to the process that is going on now—one of the things that has given a certain degree of conflict, if you will, to many of us that are a part of that process, is that it is a process, and it is a process that is working and it is a process that appears to be moving along at a particular time table.

As I indicated earlier, you know, we can dilly dally around with the process for too long and we well may finish the race but we could lose it in the process. And so I think it is important for us, quite frankly, to do as little tampering with that process as possible, as little delay as possible and move on with the study.

And I believe that our interests would certainly be served in that regard. It is not a perfect process. There are things perhaps I would like to see done more so to it, but I believe that it is the best thing we have got going now and I think anything that we try to change it to might well be detrimental to the objective that all of us have in mind and that is to make sure that we move as quickly as we possibly can to relieve a problem that is pressing in this area right now, and that is additional capability.

Mr. VISCLOSKY. And Mr. Mayor, I would have one final question and that is, if I understand you correctly, in terms of the Bi-State Commission which is subject to negotiation between the two states as far as its reconfiguration, there has not been any determination made yet in terms of the enplanement numbers or the size of the airport.

So some of the questions raised in terms of dislocations, disruptions in neighborhoods and those types of issues simply are based on assumptions that have not yet been approved by the policy making board that has been established.

Mr. BARNES. You are absolutely correct. We have seen figures that have changed from 60 million to 90 million. I am certain that if we go long enough we may see them change back to 70 million or back to some other figure or perhaps up to another figure and that is the reason, I think, all of us rely on the process that whereby this information can be looked at and we can test the assumptions that are being made, make sure that there is proper input into those assumptions so that we do not spend a great deal of time out chasing information and trying to verify information that has no foundation in fact.

Mr. OBERSTAR. Mr. McCloskey, you wanted to respond?

Mr. MCCLOSKEY. Mr. Chairman, point of information. Possibly I didn't make myself extremely clear when I mentioned the responsibility of the FAA, sir, in this study. We have forwarded several times to Mr. McGarter and other members of your agency the serious concerns that we have had with the basic differences with FAA printed written law and planning process, if not advisory circular.

Sir, we are alleging that if the FAA regulations would have been followed in any way near a fair interpretation, that the Gary site would not have survived this long to sit at the table across from us.

Mr. LIPINSKI. I have no further questions, Mr. Chairman. Thank you.

Mr. OBERSTAR. Mr. Hancock.

Mr. HANCOCK. Thank you, Mr. Chairman, just a real brief question. What is the proposed estimate of cost for the Gary Airport?

Mr. MCCLOSKEY. Sir, there have not been any cost estimates we consider valid. One question I will ask this panel is, what is the cost of the Dean Mitchell Power Plant on Lake Michigan. Our public service officials say it is unique, it is one of a kind, you have got to have Lake Michigan water to have a power plant.

Yet after our years of alleging that there would, in fact, be a power plant taken with this, it has only become confirmed reasonably within the TAMS study that yes, if we consider oranges to oranges and apples to apples, that there will have to be a sizeable portion of the U.S. Steel Tin Mill and the NIPSCO Dean Mitchell generating station.

From what our humble estimates can ascertain so far, we are up over $7 billion.

Mr. BARNES. Let me just say that, Congressman Hancock, there has not been a determination made and I guess, again, one of the unfortunate realities is that you can throw out some information or even disinformation and sometimes folks will latch on it and they will formulate their total position on that information or disinformation.

Now I have heard of U.S. Steel being taken over by an expansion of Gary Regional. Everybody has heard it except the President and other officers of U.S. Steel. They haven't heard a thing about it.

I have heard about NIPSCO being wiped out. Everybody has heard about it except the Chairman of the Board of NIPSCO.

I have heard about neighborhoods where folks are going to be put out of their homes and onto the street. Everybody has heard about it except the people in the neighborhoods.

So I think that that is an important part of this process, is that we have an opportunity to get information that is going to be part of a valid study and it is not going to be a part of what somebody simply puts together in a nine-day or two-week period of time by flying over a community, taking some snapshots and then going back into a lab and then determining what those snapshots mean.

I think that is a real problem that we have seen and I hope that this committee will keep in mind—I certainly hope the public will as well—that most of the disinformation or misinformation that has occurred over the last few weeks relative to the Gary site has not been a result of information that came from the Bi-State study process, but was some information that came from some analyses that were made very quickly by some type of a study group.

Mr. OBERSTAR. Mr. Costello?

Mr. COSTELLO. Mr. Chairman, I have no questions at this time.

Mr. OBERSTAR. Mr. Sangmeister?

Mr. SANGMEISTER. Thank you, just a couple for the Mayor.

Mr. Mayor, what is the distance between the Gary Airport and the center of the Lake Calumet proposed site?

Mr. BARNES. I believe it is about thirteen miles or less, I believe.

Mr. SANGMEISTER. The way the plane is routed, do you think it is that far?

Mr. BARNES. It may be less than that.

Mr. SANGMEISTER. I think it is, too. I think it is closer to nine to ten miles.

Mr. BARNES. It could well be.

Mr. SANGMEISTER. There is a rumor going around—and it has always been my opinion that a good way to get to the base of any rumor is in a public forum. That is why I ask you these questions, with all due respects.

It has been rumored that you have been talking with Mayor Daley with the backing of Governor Bayh and with the backing also of Vice President Quayle in an effort to get this site approved. I hear you are willing to go with the Lake Calumet site in light of the fact that maybe some of the jurisdiction and jobs and economic development would be split between the City of Chicago and the City of Gary.

Is there any truth to that rumor?

Mr. BARNES. Well, Mr. Congressman, I guess if you came to Gary, Indiana you will find that the challenge that I have there as mayor, dealing with real problems, you would know why I don't try to deal with the rumors too much.

And I would just say in terms of those that I know of no truth in it.

Mr. SANGMEISTER. Have you had any meetings with Mayor Daley at all?

Mr. BARNES. No, I haven't. As a matter of fact, I expect to have one in two days, though.

Mr. SANGMEISTER. Maybe that is what gives credence to the rumor.

Mr. BARNES. That just might be. Someone has some advance rumors, right.

Mr. SANGMEISTER. I do want to ask you in all seriousness, sir, you have the same problems that Lake Calumet has—I don't think there is any question about that—and I don't see how Midway could still operate if you open an airport in Gary.

Mr. BARNES. I appreciate that and my only comment is that, that that is the purpose of the study and I think if we allow that process to go on, we will be able to make those determinations and we won't have to speculate on it.

Mr. COMES. In response to that point also, I would like to bring up the fact that in the New York SMSA, there are three major airports within a much closer area than within O'Hare, Midway, and Gary. You might check that out.

Mr. SANGMEISTER. It is my understanding that that is not a safe area, either.

Mr. MCCLOSKEY. Congressman, in respect to the last question, within the New York SMSA, there is also a little known place called LaGuardia, and as I understand, that little baby 640 acre airport is one of the basic movers and shakers of people within the FAA as to what they don't want to duplicate again.

Mr. OBERSTAR. Mr. Savage.

Mr. SAVAGE. To my friend, Mr. Mayor Barnes, in providing economic opportunities such as a major airport, I have a question as to whether Gary would be a site like Lake Calumet, a site that when we start recognizing that the purpose of this is to relieve the

air traffic congestion mainly at O'Hare without discouraging air travel, but in fact promoting air travel.

With that in mind, first of all, if Gary is 50 percent further from the Chicago Loop——

Mr. BARNES. I believe that is correct.

Mr. SAVAGE. And that the proximity to customer base would be—this is from the Peat Marwick study—which indicated because of this difference, among other factors, that with regard to whether people would go to Gary rather than Midway or O'Hare, that study showed that only 12.3 percent said Gary. Using the same methodology 32.8 percent said Calumet.

Some people want to fly out of O'Hare and not Midway, so what would indicate that it should be Gary or the Lake Calumet site.

Number two, the homes lost. One of my major complaints about the Lake Calumet site is the loss of homes, but in the Gary site it calls for a loss of a similar number of homes, some 12,000; isn't that correct?

Mr. BARNES. No, I don't think it is correct. As I indicated, that is a part of information that came from a pilot who flew over Gary and who has never set foot there but again, that information has never really been determined yet and again, that is part of this process that I am hoping we will be able to get back on track and get started.

I will suggest this, however, that we have studied up to 3,500 acres of land, and that is substantially larger than what Gary is right now, and that will not have one negative effect on one single home, one single neighborhood.

Of the four businesses, four major businesses that would be affected, we have already acquired three of them and are negotiating with the fourth one right now.

Mr. SAVAGE. That doesn't affect USX.

Mr. BARNES. Absolutely not, absolutely not.

Mr. SAVAGE. Now you mentioned that a third airport in Gary would produce 2,000 jobs. Mr. Repel said that the one in the Lake Calumet site would produce 200,000 jobs. Why the difference?

Mr. BARNES. Well, I am not sure. I believe the Chicago study used the methodology and what-have-you of the Peat Marwick study. In fact, to some extent, it appears to be a shadow of some of the information, but I will say this. I don't know what those differences are because I have not really had an opportunity to determine how they arrived at those figures.

The Gary, the Peat Marwick study, which is the only completed study that any of us have, estimated between 113,000 and I believe about 130,000 jobs generated in Gary, Indiana.

I believe the other thing that I might just indicate is this. I recognize that when we look at all these sites, when this process is done, we will find that some sites will be strong on one particular criteria, another will be strong on some other.

It is going to be the balance of all these and determining what the priorities of concerns are relative to these various factors that is going to make the difference.

One thing I think is very important that we must keep in mind, is that currently I believe Midway has a capacity of about 300,000 operations per year. O'Hare has probably in excess of 600,000.

Gary, now, at this particular point, has some 200,000-plus operations capacity.

Assuming that you built another airport and it was not, say, in Gary, and it was in a site such as Lake Calumet, which it has already been acknowledged that it would close the other sites. If it has a capacity of 600,000 operations, you are going to lose 300,000 at Midway, lose the full capability of 200,000 at Gary, that is 500,000 operations that you are going to lose in order to pick up 600,000, which is a net increase of about 100,000 operations per year, and that is not going to do much to solve our problem.

Mr. SAVAGE. Let me ask one more question.

Mr. OBERSTAR. The gentleman may conclude that question.

Mr. SAVAGE. Would you consider that the Bi-State Commission has fair and adequate representation for Chicago?

Mr. BARNES. Well, the Bi-State Commission has had, throughout the period of time that I am aware of, has had member from Chicago that has been on that committee.

Mr. SAVAGE. No, I mean considering that the two major airports are both located in Chicago and suggesting that the third one should be close to those airports, do you think that that representation is fair?

Mr. BARNES. I certainly do, particularly when we consider the fact that Chicago has indicated that it didn't really feel that we needed a third airport anyway, for most of the period of time.

Mr. MCCLOSKEY. Mr. Chairman, one quick comment?

Mr. OBERSTAR. The Chair recognizes the gentleman for a moment.

Mr. MCCLOSKEY. I feel somewhat that we are seeing a little bit of the same allegation and accusation by who you go with. We, Operation Stop Runway, the Izaak Walton League, we were certainly not in Mayor Daley's Piper Cub or whatever vehicle he used to fly over this city.

We are alleging that our concerns are real, our concerns are approvable and the one thing that we look forward to—well, there are two things. One is going back to the First Congressional District of Indiana and washing some laundry. Second of which is looking forward to an honest and valid study from the TAMS Consultants to verify and hold us vindicated for what we are alleging here tonight.

Mr. OBERSTAR. Thank you. I thank the panel for their presentation.

Mr. COMBS. Mr. Chairman, I would ask that a statement be included in the record from the United Steelworkers Union regarding the third airport.

Mr. OBERSTAR. So ordered. Statements from United Steelworkers are always welcome before this Committee.

Mr. BARNES. Thank you.

[Statement from United Steelworkers Local No. 1033 follows:]

MEETING
LAST TUESDAY OF
EACH MONTH

PHONE 646-0800

United Steelworkers of America
AFL-CIO
Local No. 1033 - Memorial Hall
11731 S. AVENUE 'O'
CHICAGO, ILLINOIS 60617

STATEMENT OF MAURY RICHARDS, PRESIDENT OF THE UNITED STEELWORKERS OF AMERICA LOCAL 1033. CONGRESSIONAL AIRPORT SUB-COMMITTEE HEARING JUNE 11, 1990.

As a resident of the neighborhood of Hegewisch and a union officer representing 1,000 area steelworkers I am vitally concerned with the City of Chicago's proposal to build a new airport on the Southeast Side.

This proposed project would destroy approximately 8,500 family homes and seventy businesses and industrial sites employing more than 10,000 workers in Southeast Chicago, Burnham, and Calumet City. This proposal is totally unacceptable.

Although the disastrous human, social, and environmental impact of this present proposal are certainly not in the best interests of our communities, there still remains a great need for increased economic development and jobs for the Calumet Region. It is for the reasons that United Steelworkers of America Local 1033 has adopted the following alternative proposal for the development and construction of a Calumet Regional Airport in Gary, Indiana. Local 1033 represents 1,000 steelworkers at the Republic Steel and LTV Steel plants in South Chicago.

THE PROBLEM & THE SOLUTION

The present Chicago airport proposal won't fly primarily because it would require the destruction of entire communities, all remaining industry and jobs and is environmentally unsound. However, up until now, the Gary airport proposals have been unable to get off the ground because of a lack of funding sources. We propose that the City of Chicago cancel its plans for constructing an airport on the Southeast Side and instead lend its full support on all levels to the construction of a Calumet Regional Airport in Gary.

COSTS & FUNDING

The City of Chicago could help fund the Calumet Regional Airport through a tax on airline tickets at Midway and O'Hare. As you know, the Chicago proposal of February 15, 1990 estimates that at least $1.8 BILLION could be raised through this tax. In exchange for funding assistance, Chicago would in return receive a proportional share of both construction contracts and jobs, permanent jobs, related economic and industrial development, and airline landing fees.

The development of the Calumet Regional Airport in Gary as a "Bi State Site" will provide an economic boon for the entire region. Mayor Daley's study indicates that 200,000 new jobs would be generated. All areas would benefit both directly and indirectly and specific benefits could be targeted for specific communities cooperating in the development program.

It should also be noted that the cost of completion for a Regional Airport in Gary will be substantially lower than the Chicago proposal due mainly to the fact that the demolition and relocation costs for the thousands of homes, families, and businesses will be a much smaller factor.

OVER

DEVELOPMENT & TRANSPORTATION

Under our proposal, Chicago would negotiate with Gary for a fair share of hotel construction and development, long term parking facilities, new rail lines, and an assortment of related maintenance and service businesses. Much of the development for the Southeast Side envisioned by Mayor Daley's proposal will still be accomplished. Hotel development on unused industrial sites could be easily accomplished.

All available federal dollars would be accessed to improve rail transportation both from downtown Chicago to the Southeast Side (Hegewisch) and from the Southeast Side to Gary. Long term parking facilities will be constructed adjacent to the Hegewisch South Shore station for easy access to Gary. The related development and influx of commuters on a daily basis will not only generate thousands of construction and service jobs but also revitalize the local retail economy.

The drive from Gary to downtown Chicago is only thirty minutes via the Chicago Skyway. In fact, this project will be a perfect opportunity for both states to cooperate in eliminating tolls on the Skyway. A "toll free" Skyway will have an additional positive economic impact on the area by increasing traffic and business opportunities.

MANAGEMENT AND OVERSIGHT

As a safeguard for both Chicago's and any other community's investment in and funding of the new Regional Airport, The Calumet Regional Airport Authority would be created. The purpose of this Authority would be to oversee the construction, management, and operation of the airport. Chicago, Gary and other participating regional municipalities would be represented on the Airport Authority Board.

MAINTAINING CHICAGO MIDWAY AIRPORT

Even the most positive reviews of the present Chicago Airport proposal are forced to acknowledge the fact that a Southeast Side Chicago airport would seriously curtail (if not shut down completely) Midway's operations. This in turn would stifle economic growth and development on Chicago's Southwest Side. Some analysts have even suggested that the new Southwest rapid transit line would be jeopardized.

The creation of the Calumet Regional Airport in Gary, however, will not necessarily have a negative impact on Midway. The geographical distance would present minimal problems both in terms of managing flight patters and in competition for passengers and cargo business.

SUMMARY

The creation of the Calumet Regional Airport in Gary, Indiana will provide the positive benefits of business and industrial expansion, job creation and retention, and neighborhood improvement. By shifting our focus to Gary, Indiana these positive benefits will be attained without having to uproot the thousands of homes and families, dozens of schools and churches and ten thousand existing jobs that would be the result of a new Chicago airport. The problems of unemployment, industrial development, and airport capacity are regional problems. In order to solve them we need cooperation and regional solutions.

[Mr. Barnes' statement appears on page 95.]
[Mr. Stevenson's statement appears on page 227.]
[Mr. McCloskey's statement appears on page 202.]

Mr. OBERSTAR. Our next panel, for the Kankakee site, Mr. Robert Glade of Kankakee, Illinois; Mr. Robert L. Donahue, Springfield, Illinois; Ms. Carol Henrichs, Executive Director, Residents United to Retain Agricultural Land out of Beecher, Illinois; Mr. William Pyziak of Manhattan, Illinois.

Mr. GLADE. Mr. Chairman, do I have leave to bring a large map of the area showing all the sites in?

Mr. OBERSTAR. Yes, if the map can be established here in front so that—can we have order, please.

Mr. Glade, you may proceed.

TESTIMONY OF ROBERT B. GLADE, CHAIRMAN, AIRPORT 2000 COMMITTEE, KANKAKEE, IL; ROBERT L. DONAHUE, SPRINGFIELD, IL; CAROL HENRICHS, EXECUTIVE DIRECTOR, RESIDENTS UNITED TO RETAIN AGRICULTURAL LAND, BEECHER, IL; AND WILLIAM PYZIAK, MANHATTAN, IL

Mr. GLADE. Thank you, Mr. Chairman and Members of the Committee. I am pleased to be here tonight to speak of the benefits of siting Chicagoland's third major airport in Kankakee County. My name is Bob Glade and I am the Chairman of the Airport 2000 Action Committee.

The Committee is comprised of a broad cross-section of people from Kankakee and the surrounding counties. We represent business, labor, government, education. We are concerned citizens, both employed and unemployed.

[Map.]

Our location that we are proposing is in northwestern Kankakee County in the lower left-hand corner of the map that you see to your left, to our right. We did not happen upon this site by chance. We developed a stringent criteria for site selection.

One of the first criteria was safety. We feel that safety is the paramount consideration of siting an airport. Density, we demanded a sparsely populated are to eliminate any major obstacles for development. The environment, we wanted a site which was environmentally sound. Urban impact, the site must have a no-adverse impact on existing towns, villages or surrounding communities. Adequate space, we felt the site must encompass approximately 40,000 acres of ground. Access, we felt the site must have good ground and rail access. It must be a buildable site. In essence, it must be supported by the people.

We found that site and we took it to our voters. First, we contacted our State Senator, Senator Jerry Joyce and several mayors in the area, the County Board and numerous state officials, seeking their opinions of our site and in all instances we received overwhelming support.

We then traveled to Washington, D.C. and we visited our Congressman, Congressman Ed Madigan, R-Illinois, representing the Fifteenth Congressional District where our site is located, as is the Peotone, Beecher and the Bi-State site, all in his district.

After careful study, he publicly endorsed the Kankakee County proposed site over all others and to this very day he continues to endorse our site and support it.

Congressman Sangmeister came on board and publicly endorses our site as does our State Representative, Phil Novak, D-Kankakee, and our State Representative, Jerry Weller, R-Morris. We have local support.

I have before you, that I would like to submit for the record, approximately 19,882 signatures on petitions in support of siting the airport in northwestern Kankakee County.

We did not stop there. We took it to the voters and in public referendum, in November of 1988, the question was, shall there be an airport—a major airport—located in northern Kankakee County.

Of 29,524 votes cast on this subject, 20,354 were yes, 9,170 were no, close to 70 percent in favor of siting this airport in northwestern Kankakee County.

We have done our homework. We are proud of our site. It stood the test of time. From an air space consideration point of view, you can quickly see, up at the very top of the map, the darkened blue area is O'Hare Airport. We are in a due south access, of a north/south access to O'Hare. Our flight patterns do not conflict with O'Hare.

We are not in the business of attempting to shut down either O'Hare or Midway Airports. Quite to the contrary, we believe, and still do think, that this is a supplemental airport, to take care of the overflow, the excess passengers.

We do not believe that the citizens of the downtown City of Chicago will intend to drive one moment farther than they have to for their transportation needs. We are suggesting that, based on the overall criteria that we have seen, that the growth is to the south and southwest of the City and by the year 2000, the population in that area will be just as dense as it is in the northern suburbs.

We are suggesting that you drive out of congestion for your flying needs rather than into congestion.

We have 40,000 acres of ground. We feel that is a suitable site for controlled growth and development, not to make the same mistakes that have been made with airport development down through the years, not to allow churches and schools and housing projects and hospitals to be built in close proximity to the ends of the runways.

The 40,000-acre buffer zone will totally prevent that from happening. Controlled growth and development from a new east/west highway corridor tying I-55 to I-57 to I-65 in Indiana, controlled growth, an area exclusively for industrial development adjacent to that, a protected area for farming and forest preserve, adjacent to that a recreational area. Learn from others mistakes.

We are proud of what we have got. We are proud of where we have come and we humbly submit it before this body for your consideration. I thank you, Mr. Chairman.

Mr. OBERSTAR. Thank you, Mr. Glade.

Mr. Donahue.

Mr. DONAHUE. Thank you, Mr. Chairman and Members of the Committee and to the other Members of the Congress of the United States here assembled. It is a pleasure to appear before you.

I have submitted my formal remarks, Mr. Chairman, and I would like to request that they be included in the minutes of this meeting and I would just like to briefly——

Mr. OBERSTAR. The Chair explained at the outset that all written testimony submitted both by witnesses and others who wished to have written statements submitted for the record will be included in full in the Committee hearing record.

Mr. DONAHUE. Thank you, sir.

You Committee Members are well aware of the capacity constraints that are affecting the lives of millions of Americans and of traffic delays in at least twenty-two of our major metropolitan areas in the United States and, of course, these delays are also felt by our foreign visitors.

You said earlier, Mr. Chairman, that we would probably be at the level of about one billion enplanements in the United States, including international, by the year 2000 and certainly we are almost at that level today if we consider the total number of passengers.

You may be aware, Mr. Chairman, that I had the pleasure of serving with the Federal Aviation Administration as the Associate Administrator for Airports until my resignation on August 25, 1989 and prior to that, for seven years, I was the Director of Aeronautics for the State of Illinois.

The resolution to the airport capacity problem in the United States is two-fold, and that resolution requires the modernization of the air traffic control and the air space and the development of new airports, and the expansion of existing airports where feasible.

New airports must be located geographically to meet the demands of the traveling public and to enhance the capacity of the national system. The airports must meet the highest state of current airport standards and meet the operational performance requirements of the next generation of aircraft, which we have not talked about this evening.

Major airplane manufacturers, both domestic and foreign, have plans on their drawing boards for new technology aircraft that can be produced within the next ten to twenty years but will be unable to safely utilize almost any existing major airport worldwide.

Imagine aircraft with 290-foot wingspans. Imagine aircraft 300 feet in length, aircraft that will be powered by very sophisticated fuels such as the cryogenics, which will require special storage and handling.

Russia is presently flying an aircraft—take off and landing—on cryogenic fuels. These and other technological advances will occur just as surely as we advanced from Kitty Hawk to the Concorde.

The major items to be considered in the development of a new airport are environmental, land availability and location, current and future market demand, surface transportation infrastructure—both planned and existing—air space compatibility, cost versus public benefit and, very importantly, public acceptance of the development of a major airport in their neighborhood.

I strongly recommend that any new primary airport built in proximity to metropolitan Chicago should be developed on at least 40,000 acres. The new Denver airport, which you talked of earlier, Mr. Chairman, is now under construction on approximately 35,000

acres of ground. And this market area in Denver is only a small fraction of the Chicago SMSA.

It is interesting to note that in 1959 Chicago Midway Airport, on 620 acres, was the busiest airport in the world. When the City of Chicago and the planners decided that they needed to develop a new airport of over 7,500 acres located northwest on the site of the Orchard Place Airport, which had been given to the City of Chicago on a surplus property deed, the hue and cry went out that, it is too far out, you will never see it and they will never be able to use it.

In 1959, Chicago Midway Airport was the busiest airport in the world, 350,000 operations, handled 13 million passengers. Nine years later, in 1968, O'Hare Airport, that no one could find or would go to, handled 26 million passengers and 450,000 operations and the dichotomy between 350,000 operations and 450,000 operations was taken care of by larger aircraft.

D.F.W. was developed on 16,000 acres. D.F.W. has environmental problems today. They would like to expand their airport but are unable to do so. Forty thousand acres will permit the design of an airport which will provide environmental protection to the surrounding population by assuring that all noise levels above 65 LDN is contained within the airport boundary.

Then any changes in land use by any political jurisdiction lying outside the airport boundaries will be compatible with the airport and will not interfere with the quiet enjoyment of private property.

A new airport in proximity to the Chicago metropolitan area must provide maximum access to the national and international air transportation system. The location must not impose further constraints on the Chicago Terminal Control Area, the TCA.

If located within or on the border of the TCA, constraints will occur despite any procedural changes introduced by FAA, air traffic control. With all of our scientific advances, we have not yet developed procedures that will permit two air frames to occupy the same piece of air space at the same time.

Of the several sites under consideration, the Kankakee site meets all the criteria that I have outlined in this presentation. It is the only site to my knowledge located in proximity to any major metropolitan area in the United States that can be developed into a major primary airport with minimal disruption and relocation of families and industry.

Mr. Glade has provided the Committee with detailed data regarding the general election of November 1988, wherein the voters of Kankakee County were asked to consider a referendum which proposed the development of a major airport in that county. That referendum was approved by 70 percent, approximately, of the voters.

The Kankakee site has excellent ground access. It is adjacent to Interstate 57, U.S. Highways 45 and 52. It lies approximately 19 miles south of the I-57 intersection with Interstate 80. I-80 in turn intersects with I-55, I-65, I-94, I-294 and I-394.

Mr. OBERSTAR. Time has expired.

Mr. DONAHUE. If I could just—give me one closing moment.

In closing, let me say for the record that I do not oppose any site presently being considered for development of a new primary airport to serve Chicago and the world. I urge, however, that any site

to be considered should meet the criteria which I have outlined in this testimony.

A selection process has been initiated which I have consistently supported, as I do today.

I do not disagree with Mayor Daley that a new airport will be needed in the Chicago area in 20 years to satisfy demand. I trust that he will not disagree if I modify his statement by adding that a new airport is needed today and another one will be needed in 20 years.

Thank you, Mr. Chairman.

Mr. OBERSTAR. Thank you, Mr. Donahue.

Ms. Henrichs.

Ms. HENRICHS. Thank you, distinguished Members of the panel and especially Congressman Sangmeister for the opportunity to speak in opposition to the third airport proposal specifically located in Rockville Township.

My name is Carol Henrichs. I have been studying this project for approximately two years. I am the Executive Director and founding member of an organization, RURAL, a not-for-profit corporation formed to bring information about this proposal to the people.

We have since broadened our efforts to include other environmental issues, however, this third airport still remains our top priority.

I have been asked to speak in opposition to the Kankakee site, yet please understand that RURAL's opposition is not limited to that location. It is inclusive of all of the greenfield sites that would displace prime farmland for its construction.

Our opposition began with The Airport Capacity study by Peat, Marwick and Main. It is our feeling that, had the entire airport capacity of the region been examined fully and without bias, the report would never have continued past page one.

There, Peat Marwick cited reasons that the proposed third airport was not built twenty years ago, such as high costs, environmental concerns, and the energy crisis, factors which have only worsened today.

Yet, in spite of those facts, the Peat Marwick Report continued, being the only report to date that we know of indicating a need for a third airport. It is noteworthy to add that its own Technical Committee was merely overlooked by the policy committee when they accepted the report. We feel that the Committee erred and the study should never have continued.

Of all of the sites recommended, we believe that the Kankakee site is a prescription for failure. Its distance of nearly sixty miles from the metropolitan center makes it too remote to be viable.

Much can be learned from Dulles International, serving Washington, D.C. It took Dulles over twenty years to develop. The reason? It was twenty-seven miles from Washington, just half the distance of the Kankakee Site to Chicago, the population center.

Proponents of this site appear to believe that with good planning this site will be different. Even under ideal circumstances, which this project nor this site can boast, that is a pipedream. O'Hare was planned and still has caused numerous problems that remain unsolved by planning.

The site that O'Hare was built in is similar to this area, but with two vital differences. It was only fifteen miles from Chicago, its metropolitan center, and it was the primary airport serving the region at the time.

We believe that good planning can be conceived with a dream but it must be built on actuality. The future should be planned by learning from present realities as well as past mistakes.

The distance from the metropolitan center is one of the best reasons to dismiss the Kankakee site. TAMS predicted that future air traffic will consist of primarily commuter traffic. Large airports could become obsolete in this case. We also believe that the majority of the travelers in the region are businessmen from Chicago and the north and the west suburbs.

Furthermore, the Kankakee site is not even in Kankakee, a fact which many people in the region are unaware of. This site is Rockville Township, a small community of farm families whose essence of life is reliance upon the land. It is more than just their home.

Many of these families have grown food for the world on some of the best farmland in the nation for hundreds of years. Their heritage lies in that ground as well as their children's birthright.

The people of Rockville Township and their local township government oppose the airport. We consider it to be immoral to tell them to give up their homes and their livelihoods and everything they know for an airport that is not even a proven necessity.

Another vital reason to refrain from building an airport in the Kankakee site is the environmental concerns. We feel they are unsurmountable. The splendor and price of the cleanest river in the State of Illinois, the Kankakee River, with all of its tributaries, must be protected from endangerment.

It provides clean fresh drinking water to many area communities. It is the life source of many biotic and aquatic species. Recreational activities in parts of the Kankakee River are paramount to the over-all economy of the region that is dependent on a clean river.

I would never profess to speak more eloquently about the biodiversity of the Kankakee River than the words spoken by River Expert, Ed Mullady, at the Environmental Scoping Session for the Illinois-Indiana Regional Airport Study less than a month ago. That information should be included with my testimony.

The political support in the region is said to be strong. We believe that just the opposite is true. Senator Joyce, although attempting to begin a Kankakee Valley Airport Authority through the Legislature, has said little about the airport since he received hundreds of letters from his constituents who oppose it.

Representatives Weller and Novak have done little more than give verbal support. Congressmen Madigan and Sangmeister supported the concept, but again, are not working for it. When two U.S. Congressmen endorse an international airport site, did it make front page headlines in the Chicago newspapers? No, the site is just too far away.

The only one that really is working for the airport is Mr. Glade, the Chairman of the Greater Kankakee Valley Airport Authority. He began Airport 2000, whose members are mostly businessmen who follow Glade's lead by merely listening but not learning.

Glade has consistently discussed a small supplemental airport to serve Kankakee County, even claiming that if Chicago wins the airport struggle, he can still have one.

TAMS is studying an international airport that could accommodate Supersonic aircraft. We have never seen Glade at any of the airport meetings. In fact, none of the political leaders or government officials have ever attended those Technical, Citizen or Policy committee meetings, except for Senator Aldo DeAngelis, a member of the Policy Committee.

Glade and Airport 2000 boast support by many small municipalities. It has been pointed out to me personally by many communities that the resolution of support first signed was in support of the study, not the airport itself, a fact never clarified by proponents but used to mislead the people.

The advisory referendum in Kankakee County in 1988 is another fallacy. Yes, it appeared then that the support was stronger than the opposition. However, Congressman Sangmeister was correct when he pointed out then that not enough information was available to the people.

Through education, countless people have changed their opinion. The referendum in 1988 never was an accurate measure of the feelings of the people. Not only was the voter turnout very low, but the Government should represent each and every man, woman and child in their district, whether they choose to exercise their right to vote or not.

The referendum, the only basis for support of this site, is old, outdated and unreliable information.

One of the saddest things about this project, is the deep division that has fractured the confidence of the people with their government leaders. A trust has been broken and it may never be repaired.

Perhaps if a need existed for this proposal, or there really was a strong base of people that wanted it and worked for it, or there were truly more people flying than ever before, or if air travel was the mode of the future for short distance transportation of if—well, maybe then we could look at this proposal a little differently, but there has been no proven need for this airport.

We believe that another airport to serve the Chicago metropolitan region is excessive at best and unnecessary. However, RURAL recognizes the fact that Politics has entered the arena. The writing appears to be on the wall, making us see that a third airport will indeed be built.

Mr. OBERSTAR. Time is expiring.

Ms. HENRICHS. One paragraph?

Mr. OBERSTAR. Yes.

Ms. HENRICHS. The only justification that can come from this proposal lies in righting some of the wrong that has already been done. If an airport is going to be built, it must serve the population center. It must remain a viable transportation undertaking, rather than a tool for economic development.

The only logical place for a third airport is where infrastructure already exists, originating passengers are readily available, and needed jobs can be filled. It must be near a population center, not Kankakee County or any other greenfield site.

Thank you.

Mr. OBERSTAR. Mr. Pyziak.

Mr. PYZIAK. Yes, I just want to make something clear, or I will add something to my statement. I am a member of KARE, which is Kankakee Area Research and Education. We are a grass roots organization that is fighting the greenfield sites of building a major airport.

My name is Bill Pyziak. I am a resident of Wilton Township in southern Will County located approximately three miles from the Rockville Township site which is the Kankakee of the proposed third airport.

Growing up on the northwest side of Chicago approximately five miles from O'Hare, I am keenly aware of what I have to look forward to if an airport is placed less than five miles from my home, which is where I am hoping to spend the next forty years.

Residents in southern Will County will be greatly affected with noise pollution, air emissions, ground water and surface water contamination, congestion, potential increases in taxes, et cetera as residents in Kankakee County.

Residents in Mantino, Bourbonnis, Wilmington, Bradley, Bonfield, Manhattan, Wilton Center, as well as surrounding rural residents will end up with noise levels that may be incompatible for residential living.

According to the Chicago O'Hare Commission, a 90-square mile area surrounding O'Hare is incompatible for residential use with 65 LDN noise levels being common.

Many Will County townships have come out opposed to this site. They include the townships of Wilton, Manhattan, Peotone, Will, Florence, Homer and Green Garden as well as the Villages of Manhattan and Peotone. Rockville township residents in Kankakee County where the airport is proposed solidly have opposed the airport.

Farming is the major business—and I emphasize business-within most of the townships surrounding the proposed site. These farm businesses, many in their third generation, help to make Illinois a leading producer of corn and soybeans, as well as support local school systems and government.

This area does not contain vacant land, but rather prime agricultural farmland and farm businesses which should be preserved. Both the Will and Kankakee County Farm Bureaus, which are strong voices of the farming community, oppose this airport site.

I am concerned about the environmental effects an airport of this magnitude and surrounding development will have on the Kankakee River State Park and the Kankakee River.

Kankakee River State Park is one of the most heavily used state parks in Illinois with 1.2 million visitors each year. The current site circle borders the state park. Visitors to the park enjoy camping, picnicking, canoeing, fishing, hiking, horseback riding, hunting and skiing.

How can an airport located so close still allow for these activities to remain enjoyable or even possible with noise levels, air emissions, water contamination and surrounding industrial development will negatively affect the park.

Rock Creek winds right through the middle of the proposed site and is a tributary to the Kankakee River. It is one of the only three dolomite bluff creeks found in northeastern Illinois and is by far the most spectacular and best quality with the walls of the creek rising up to seventy feet from the creek bed.

A change in water levels, potential siltation, as well as effluence from the airport and surrounding industry will surely destroy this creek and its unique ecosystem and have the same negative effects on the river.

This area is also rich in Indian history with Camp Shaw-waw-nas-see, which is a 4-H camp, named for the Potawatamee Indian Chief whose tribe inhabited the area located in the airport search site.

The Northern Illinois Camp Association, which owns Camp Shaw, and serves youth in thirty-two counties in northeastern Illinois for the past forty years, is opposed to this airport site.

This area can play a vital role in attracting visitors to Kankakee County, that is if an airport is not built. There are even plans to build a lodge on Rock Creek in the State Park to attract more visitors.

The park also serves as prime habitat for countless species of animals and plants, including sixteen endangered bird species, three endangered fish, and one endangered plant. The Bald Eagle is a regularly sighted winter resident to this park. A proposed 17,000-acre goose refuge to be owned by the Department of Conservation would only be located approximately twelve miles from this site. This would be in the take off and landing zone for many of the planes.

The bottom line is how can an airport be sited so close to such a vital area now and even more so in the future that will serve the recreational needs of northeastern Illinois residents as well as aiding the economy of the area in the pursuit of these needs?

Mr. OBERSTAR. Your time has expired.

Mr. PYZIAK. Thank you.

Mr. OBERSTAR. One question, Mr. Donahue. How do you propose to bring passengers from the major metropolitan area into the Kankakee site?

Mr. DONAHUE. Mr. Chairman, as I said in my testimony, the access by the Interstate Highway System is fantastic. One thing that I did not say was that parallel to Interstate 57, running into the Loop in Chicago is the Illinois Central, now AMTRAK.

The last thirty-two miles of that railroad from what we call Stuenkel Road to the Loop of Chicago is a straight line without a grade crossing. It is the first opportunity in the United States to develop high speed rail from a metropolitan city center to a major airport.

The grade crossings south of Stuenkel Road are several farm roads and other roads that can easily be taken care of, and I have talked to the Illinois Central about it. That road bed was designed in the 1990's to take trains of 125 miles an hour and they tell me that by building up the ballast, that even a higher speed rail is certainly feasible.

Mr. OBERSTAR. Mr. Glade, are there proposals, as part of the Kankakee plan, to undertake mitigation of the adverse economic

and environmental consequences of this proposal that were spelled out by the two opposing witnesses?

Mr. GLADE. Mr. Chairman, to make sure I understand the question——

Mr. OBERSTAR. Are there proposals to mitigate the adverse environmental consequences of the Kankakee site, adverse consequences which were spelled out by two opposing witnesses.

Mr. GLADE. From our vantage point, as we have studied the site, the Kankakee River State Park is not in the flight path of either the primary or the cross wind runways, as we understand them to be defined by the FAA and their desire for those runways to be primarily easterly/westerly and the cross winds from a northeast to southwest direction.

The other concerns that have been shared today with regard to environmental issues, those are present to the extent that our site is capable of dealing with each of those concerns to the best of my knowledge. Just as some previous sites that you suggested have wetlands, they will be dealt with. If, in fact, the site has to scoot over two miles, it scoots.

Mr. OBERSTAR. Well, mitigation generally means replacing with equal value so that there is no net loss, whether it is wetlands or nesting and breeding grounds for wildlife that, in the case of the bald eagle, might be endangered. That is what I had reference to.

You don't have in your plan yet that you would anticipate including such mitigation?

Mr. GLADE. We haven't done the environmental assessment and I am sure when they are done that they will be addressed.

Mr. OBERSTAR. Okay, thank you. I just wanted to highlight that point.

Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman.

One of the problems that it appears that you will face is the location. You are roughly fifty miles from downtown Chicago and I assume your testimony has revealed that the same thing was no problem with O'Hare so it would cause no problem to Kankakee as well.

Something like 29 million people get off and on airplanes in Chicago each year. I don't know what the percentage is, but I am sure that a high percentage of it is that Chicago is not their final destination. It is only a place to change airplanes. I fly planes twice a week. It doesn't matter to me to come down at Midway or wherever.

But is there anything in the plan that would address the so-called wayport concept where traffic would be going in and out of a new location, such as it would be for people changing plans, that Chicago is not their final destination.

Mr. DONAHUE. Congressman, I thought the—one of the things that is happening at O'Hare is that O'Hare has gone from approximately 35 to 40 percent origination and destination passengers to more than 50 percent origination and destination.

One of the things that a new airport to serve Chicago will do will be to alleviate that level of transfer passengers so that more O&D could be made available at O'Hare field.

The more of those transfer passengers that you take away from O'Hare, obviously the greater the capacity for the origination and destination passengers at O'Hare.

The wayport concept occurred—that name came up when I had the pleasure of serving as Associate Administrator for Airports. It is a concept I believe that is going to find its place sometime in the Twenty-First Century, probably the first quarter, when we get to the point where airlines can look at only transfer of passengers.

At the present time the operational patterns of the airlines, they will tell you that as a rule of thumb, they want 25 percent origination and destination at any airport that they propose to serve, especially if that airport is to serve as a hub airport.

We did not get any positive reaction from any of the airlines when we did our survey concerning the wayport concept in this century.

Mr. LIGHTFOOT. To address the issue of the land, very briefly, you are talking about 40,000 acres which, if my arithmetic is right, is about 62 square miles, plus a fraction.

The actual runways, we are talking about a 10,000-foot runway so we are talking, what, approximately four or five square miles that would actually be covered by concrete ramps and roadways and this type thing, so roughly 3,200 acres out of 40,000.

Is there a plan, or is it feasible within the plan, that this other 40,000 acres would be kept in agricultural land possibly as a cost saving measure through County zoning and, if not, what would happen to that other 40,000 acres? Would that land be farmed or——

Mr. GLADE. Part of the management plan, Congressman Lightfoot, is that you are absolutely right, the footprint of the airport proper, the asphalt, if you will, and buildings. The controlled growth and development is what we have been talking about since the beginning of time.

A portion of that balance of the ground will continue to be farmed by the present owners and, though proper zoning, will prevent any residential development, schools, churches, hospitals and the like. So the growth can be controlled and it can be beneficial to all.

Ms. HENRICHS. I would like to address one of the questions that you talked about. One of the things that you talked about is that you wouldn't mind landing at Miggs Field or at O'Hare or wherever. Something that hasn't even been discussed yet is the Milwaukee, General Mitchell Field Airport, which has been served a supplemental airport to serve Chicago.

Now if we are talking about a large connecting passenger transportation system, why is Milwaukee not being considered as that connecting passenger airport. We have additional traffic going to Milwaukee from the northern portion of Illinois already and one of the major problems that I had with the Peat, Marwick and Main report came from one of the technical committee members that said, one of the most important things that was not even looked at in Peat, Marwick and Main was utilizing existing facilities, O'Hare's expansion plans that are possible, Midway's capacity and General Mitchell Field as well as Gary Regional.

There are facilities there that are underutilized and crying for more traffic. Do we really need to build another brand-new facility when we have those underutilized. Thank you.

Mr. OBERSTAR. The gentleman's time has expired.

Mr. Visclosky.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Mr. Donahue, I don't take exception to anything that was mentioned in the first full paragraph of your testimony on page four, but for the record, and it refers to the Chicago Air Carrier Airport Capacity Study of 1987, and the suggestion by the Great Lakes Regional Office of the FAA about the value of locating an airport within a certain proximity to O'Hare; that I did attend a meeting with Administrator McGarter in 1988 along with the two U.S. Indiana Senators and McGarter did disassociate himself with any implication of that study suggesting that you could not develop a third airport within that proximity.

I don't mean to indicate that you implied you could not, but I just wanted to make sure the record was clear on that point. I don't know if you have a comment on that, but I just wanted to make sure the comment was clear.

Mr. DONAHUE. Congressman Visclosky, yes, I was very much aware of the meeting that you attended with Administrator McArtor and of course what he said, that there is nothing sacrosanct about how we handle traffic within a TCA, and that is absolutely true.

What I have said in my testimony is, I had reference to that study which just said that if an area was developed within that boundary shown, that it would have an effect on the air space. We have to take cognizance that approximately two years ago the Federal Aviation Administration reduced the number of approaches to O'Hare from 93 an hour to 80 an hour.

Now the reason for that reduction was not that the infrastructure of O'Hare could not handle 93 approaches an hour, because the infrastructure of O'Hare Airport is about the finest, in my opinion, in the United States. The deficiency is in the air space.

We have more traffic in the air space—this Chicago TCA, the Terminal Control Area—than in the metropolitan area of New York. We just—we will reach a point of saturation, no matter how the FAA may change the airway traffic control.

The reason for the problem at O'Hare was the increase in traffic at Midway Airport.

We need to move out, whether it is Kankakee or wherever. Remember, I said I favored the site study. We need to get away from the TCA so that we can make maximum utilization of that air space and not continue to crowd it.

I think that Mayor Barnes gave a fair example. I believe that if you build another airport in close proximity to O'Hare or to Midway, you are going to reduce the number of operations that are available. You just can't do that much more in the air space.

We are talking about getting down to 2,500 feet for simultaneous independent approaches to airports. I don't think that the ALPA has voted to agree on that, but that is not the question here. The question is, how many can be put into this air space.

At the Kankakee site, the Chairman had asked a question, the population within a 40-mile radius is 3.5 million people, more than there is in most of our major metropolitan areas in the United States.

People are driving today 75 to 100 miles from their home to get to a hub, many of them because they don't want to go on commuters.

Mr. VISCLOSKY. Thank you.

Mr. Pyziak, I would like to put your statement into context. Do you favor the development of a third airport in any area? Do you think one is necessary?

Mr. PYZIAK. I think it is a crime to take prime farmland as in the three greenfield areas and plow them over, put concrete over them and create a new airport. I have a lot of sympathy for the people that live around O'Hare, but the majority of those people moved into that situation.

So that the—with the expansion of O'Hare, with the possibility of high speed rail using Mitchell Airport, with maybe the revamping of the Gary Airport and use a lot of small airports for supplemental, plus technology that is probably going to be coming down the tubes in the Twenty-First Century, I question the need for a major airport, a brand new major airport.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Mr. OBERSTAR. Mr. Hancock.

Mr. HANCOCK. I don't have any questions, Mr. Chairman.

Mr. OBERSTAR. Mr. Costello?

Mr. COSTELLO. Thank you, Mr. Chairman.

I wonder if—a percentage of the testimony of Mr. Pyziak and of course the testimony of Mr. Glade is written testimony as well and I notice that you have detailed very clearly many of the reasons why you oppose this site.

In Mr. Glade's testimony, in his written testimony that he submitted to me, a referendum was voted on. Seventy percent of the people approved locating the airport at that site. The testimony indicates that the County Board voted by a vote of 25 to 1 to approve the site. I wonder if you might comment on that.

Ms. HENRICHS. I would like nothing more actually. This was 1988 when there was not a lot of information out there. Congressman Sangmeister said, when he ran for election in 1988, the people do not know enough about this project and he was absolutely correct.

There still are people out there saying, what airport. I don't believe it is possible, but it is true.

I got a phone call from a woman in a small community in Kankakee County—I won't mention her and I won't mention the community—but she said to me, I am a new Trustee, I was elected in the last election. I don't want this airport. What can we do about this.

I know that my colleague was elected, too, and she doesn't want an airport. We have got this resolution that says we want the study to continue. People list—for instance, there was an article in the *kankakee journal* for Airport 2000—it was an ad—and it listed many area communities.

Many of those communities have stated on the record that they have supported the study, not the airport. That is two totally different things.

Mr. GLADE. Congressman Costello, I have each and every resolution that has been passed by a local unit of government. The closing paragraph to each and every resolution states: Now be it resolved that we, the undersigned, pledge our support for the third airport in northern Kankakee County with a pledge for careful oversight, coupled with sound environmental forethought.

That is stated in every resolution.

Mr. COSTELLO. Thank you, Mr. Chairman. I have no further questions.

Mr. OBERSTAR. Mr. Sangmeister.

Mr. SANGMEISTER. Thank you, Mr. Chairman.

Carol, it is nice to have you here and I am glad you accepted the invitation. You are a very beautiful person, with all due respect, not only because of the nature of your personality but because of your sincerity in this whole thing and I think you and I have had enough exchanges that you understand where I am coming from as well.

I assume the testimony you gave applies as well to the Peotone site; is that correct?

Ms. HENRICHS. Yes, sir.

Mr. SANGMEISTER. And the same thing to the Bi-State site.

Ms. HENRICHS. Yes, sir.

Mr. SANGMEISTER. So basically your position is, no airport at all.

Ms. HENRICHS. Basically, that is my position.

Mr. SANGMEISTER. I can understand that but for the purposes of the proceedings here anyway, let's say there is a determination to be made by the Secretary of Transportation that there is going to be an airport, then the question is where it is going to be?

And I hope you can see where these kind of semantics come from. We heard testimony here that there are 25,000 people going to be displaced, as compared to very few because the area is basically farmland. That is one of the reasons we feel the way we do about that particular site.

Ms. HENRICHS. May I address that?

Mr. SANGMEISTER. Surely.

Ms. HENRICHS. I understand that your position has to be with the majority of the people but I have to ask, why are the people here more important than the people here, even though there are less of them.

These people will not only lose their homes, they will lose their jobs, their livelihoods, everything that they know. That cannot be mitigated. You can't take someone's farm that they have lived on for years and years and years and years and put them someplace else.

Beyond that, we are entering into an environmental decade which, we have the Clean Air Act that we are discussing, we have clean water problems that we are discussing. These people use well water for their homes, their children, their cattle, whatever.

This is of major concern to me because I don't know that that can be mitigated. We can't take much more water out of the Kan-

kakee River. We cannot take water out of Lake Michigan, it is at maximum diversion.

What are we going to be drinking if there is a third airport and it does pollute our aquifer. Where do we go then?

Mr. SANGMEISTER. On your first question, nobody thinks any less of the people in that area than we do, but it is a matter of sheer numbers. If you are going to displace 100 to 125 people as compared to 25,000, it is not a matter of those people up here being any better than those people down there. It is strictly a matter of numbers.

And another thing, as far as the environment is concerned—and I have told you repeatedly and I am sure the proponents will agree—that if the environmental impact study comes through that we are going to pollute the Kankakee River or we are going to pollute the water down there, certainly this Congressman, and I hope any proponent of this site, will drop it immediately.

Ms. HENRICHS. That is all anyone can ask but, with all due respect, that was said in Peat, Marwick and Main. There will be pollutants in the river that cannot be treated, period.

Mr. SANGMEISTER. Well, certainly we need experts that are going to give us——

Ms. HENRICHS. Supposedly those were our experts.

Mr. SANGMEISTER. I only wish that this Commission, that was put together a couple of years ago, could start moving on things like this so that we could come to these meetings to address them one way or the other. I would suggest that we get down to the environmental impact study.

Mr. Chairman, on behalf of all the witnesses, proponents and opponents, anything that they would like to submit to this Committee for the record, be added in at this time.

Mr. OBERSTAR. If there are additional materials to be submitted, without objection they will be included in the record at this point.

Mr. SANGMEISTER. Thank you. That is all I have.

Mr. OBERSTAR. Thank you. I want to thank this panel for your presentation and for your very thoughtful discussion of the subject.

[Mr. Glade's statement appears on page 101.]

[Mr. Donahue's statement appears on page 115.]

Mr. OBERSTAR Our next witnesses are those concerning the Peotone site, Mr. Everett Klipp of Flossmoor, Illinois, Ms. Michelle O'Connor, and Ms. Debi Swidergal. Welcome to the hearing.

Mr. Klipp, we have your complete statement. It will be included in the record and we welcome you and invite you to proceed.

Mr. Klipp, you may proceed.

TESTIMONY OF EVERETT KLIPP, FLOSSMOOR, IL; MICHELLE O'CONNOR, PRESIDENT, RESIDENTS UNITED TO RETAIN AGRICULTURAL LAND, HOMEWOOD, IL; AND DEBI SWIDERGAL, PEOTONE, IL

Mr. KLIPP. Congressmen, it is my pleasure to appear before you. I am a 23-year proponent of the Peotone site for Chicago's third airport. Before I go into my personal comments, I would like to state that all the points that Mr. Donahue made for the Kankakee site are applicable to the Peotone site.

In other words, they are compatible.

If listed, the contributions of the Chicago midwest region to our nation and the world would be endless. The future contributions of this same region to our emerging international community, likewise, are immeasurable.

The City of Chicago has recently made it unanimous that there is a need and a demand for a third major airport to serve this viable, growing, contributing region.

This facility, though needed now, cannot be built for now, but must be planned for future needs known and unknown. The third airport must complement the already existing facilities at O'Hare and Midway.

It should be located where it will offer full air passenger and air freight service for the Chicago/Midwest region of the future.

I can visualize air passengers ten years from now deplaning at the Peotone site and, 20 minutes later, arriving downtown at Illinois Center at a remote terminal facility. Twelve to 15 years from now I can see a group of East Germans, Poles or Russians checking in at the Shady Lawn Resort and Spa in Beecher.

Likewise, a group of Japanese meeting at the Dutch Mill Hotel and Conference Center in Peotone. Why not a summit meeting or international seminar at our great Governor State University? This will all be a reality if the third airport is so located that it can serve the total region, including the City of Chicago.

I submit that those communities adjacent to, or affected by the third airport located at the Peotone site—and this includes the City of Chicago and Governor State University—appoint a committee to study only the positives of the Peotone site proposal.

Some of those positives are, the Peotone search area is bounded by the Will and Kankakee County Line in the south and the Eagle Lake Road in the north. It extends one mile east of Peotone on the west and two miles west of Beecher on the east.

For a variety of reasons, I believe the Peotone site deserves serious consideration as the best location for the third airport. First, it is centrally positioned in relation to the area that a supplemental airport would be intended to serve.

Under the present situation a region, including northwestern Indiana, south, southwestern Cooke County and Will and Kankakee counties in Illinois are underserved as far as air transportation is concerned.

The Peotone site is well situated when considering the region as a whole and is within close proximity to the area's substantial urban population.

A second major strength of the Peotone site is its closeness to existing transportation facilities. Interstate 57 passes just two miles to the west of the Peotone search area. The Calumet Expressway, I-394, currently extends about four miles northwest of the search area and could be lengthened to provide expressway access from the northeast.

Additionally, the Peotone location would be easily served by new transportation projects. The proposed South Suburban Expressway outlined as a corridor of the future in the Region's 2010 Transportation Plan, could be constructed running east and west to connect

Interstate 65 in Indiana, the Calumet Expressway, Interstate 57 and Interstate 55.

This link-up would provide quick east-west expressway access to the third airport.

Another transportation related asset of the Peotone site is the proximity of the Illinois Central Gulf Railroad. Those rail lines run along the west edge of the search area. Commuter rail service on the Metra Electric now extends from the Chicago Loop to University Park and could be built further out to Peotone.

Sufficient right-of-way exists for the addition of a high speed magnetic levitation commuter rail line to connect Peotone with downtown Chicago. I might add that all rail crossings to Chicago, with the exception of the one at Stuenkel Road, are currently above grade.

This mass transit connection would provide fast and convenient access to the new airport.

An additional plus for the Peotone site is the fact that no existing communities lie within the search area. Most of the area is sparsely populated and currently in agricultural use. Large scale relocations of people would not be necessary, as would be the case if one of the other sites were chosen.

For the most part the Peotone site is flat, especially in the south portion of the search area, and is well drained by Black Walnut Creek and the south branch of Rock Creek.

A major requirement for the Third Regional airport is the availability of large amounts of land so that the facility can grow in future years as demand for service increases. The basic airport site must be spacious enough to begin with to allow for this expansion and prevent encroachment by residential and other non-compatible uses in the future.

Mr. OBERSTAR. Time has expired.

Mr. KLIPP. I only have a short paragraph, please?

We can prevent many of the problems that presently exist at airports such as O'Hare and Midway by taking a farsighted approach. The Peotone site would easily provide more than 36 square miles of buildable land on which no community currently exists.

I truly believe that all of the factors I have cited—central location, excellent transportation facilities, accessibility, minimal relocation, and adequate size for future growth, make Peotone the best possible site for the Chicago Region's Third Airport.

Mr. OBERSTAR. Thank you very much.

Next witness, Ms. Michelle O'Connor.

Ms. O'CONNOR. Thank you and good evening.

Good evening and thank you for the opportunity to discuss my opposition to the Peotone site for the proposed third airport. My name is Michelle O'Connor and I reside in Homewood. As the President of RURAL—Residents United to Retain Agricultural Land—I would like to represent our views with regard to the environmental impact associated with the development of a major international airport in the Peotone site.

First, I would like to clarify that RURAL opposes the construction of an airport in all of the greenfield sites. However, I have been asked to limit my remarks to the Peotone Site exclusively.

We feel that the environmental hazards of this project are very serious. It would be tragic to impact and possibly sacrifice thousands of acres of prime farmland, the cleanest river in the state of Illinois—the Kankakee River—and numerous species of flora and fauna for an airport that has yet to be proven needed.

One of the major disturbing ideas behind an airport in the Peotone site is the potential for flooding of the entire Kankakee River Watershed. Floodplain zones are interspersed throughout the entire region.

All of the creeks and streams in the Peotone search area flow south to the Kankakee River. They are categorized as 100 year floodplains, according to the Federal Emergency Management Agency (FEMA).

These creeks are identified as: Black Walnut, the South Branch of Rock Creek, Exline Slough, and portions of Marshall Slough. These streams are paramount to the overall drainage of the region. The northern portion of the village of Peotone already experiences some flooding problems due to development of the Rock Creek floodplain area.

When constructing in a floodplain, the development must include compensatory storage, the retention/detention which replaces the water capacity equal to the capacity that was already there prior to development.

Peat, Marwick and Main discussed filling in the streams in the airport site. To do this, multiple detention basins would have to be established. According to the Illinois Department of Transportation, Division of Water Resources, this would cause a release of storm water runoff from the basins which could create a delayed peak flow.

This would actually be greater than what occurred prior to their construction. In those instances, the storm water facilities would actually be contributing to downstream drainage problems instead of minimizing them.

According to IDOT, "The development of floodplains has resulted in continual and often severe social and economic loss. Traditional governmental response to flooding (structural flood control and disaster relief) has not proven totally effective in solving problems. Despite large governmental expenditures, flood damage in the country continues to rise."

We concur with the conclusions established by IDOT, Division of Water Resources when they suggest: "Rather than control the flooding that damages properties, the government should control the construction of new properties so flood damage could be avoided."

We believe that the flooding potential is enough reason to refrain from building a third airport in the Peotone site as it lies within the Kankakee River Watershed.

The Natural Areas near the Peotone search area, but not included in it, we feel will be in jeopardy. These include the Momence Wetlands, Raccoon Grove, as well as the property designated as the Monee Reservoir.

These regions are home to many varied bird and plant species, including some of which are endangered or threatened. These areas are also visited by rare migratory birds, such as the Sandhill

Crane, Black Crowned Night Heron, Snowy White Egret and innumerable species of ducks and geese.

The upper end of Rock Creek, in the area of Raccoon Grove, is said to contain dry Messic to Messic Upland Forest. This particular preserve remains much the same as it was throughout this region in pre-settlement times.

This natural area, with well-established habitats, would suffer under the additional traffic imposed upon it on Route 50 by the construction of an airport less than five miles from it.

Also, the Will County and Southern Cook County areas are now facing what is being called The Garbage Crisis. It is obvious that with added development of an airport and perhaps subsequent development, more waste will be generated, adding to the question of where to put it.

Peat, Marwick and Main estimated the first phase of the development to increase the output of trash by 35,000 tons a year.

However, these problems are only local aspects of the environmental degradation that would occur in this region from the development of a major international airport.

The big picture must be studied when discussing environmental issues. The United Nations has recently acknowledged Global Warming as a threat. Much attention has been given to the automobile in this discussion.

However, airplanes also burn fossil fuels, emitting hundreds of millions of pounds of airborne pollutants per year such as carbon monoxide, hydrocarbons, formaldehyde, nitric oxide, lead, and benzene. These noxious emissions are carcinogenic, causing surface water and possible groundwater contamination, as well as acid rain.

There are many more environmental issues that could be discussed with regard to the construction of a major international airport. These are some of the reasons that the people of the Peotone/Beecher area adamantly oppose the airport.

One of those most sensitive issues is the environmental impact on the people now living in this region. Resolutions have been passed against the airport from the Villages of Peotone and Beecher, the Townships of Will and Peotone, as well as the Peotone School Board.

Rural respects, supports and represents their wishes. We ask that this Committee do the same. Thank you.

Mr. OBERSTAR. Time has expired. Thank you very much.

Now, Ms. Swidergal.

Ms. SWIDERGAL. I would like to thank you for allowing me to speak on behalf of the opposition to the Third Regional Airport.

I am Debi Swidergal, a resident of Peotone. I am also a member of the Board of Directors of RURAL. Although I will specifically address the Peotone site, my opposition does include each greenfield site.

My daily active involvement began after a conversation with my State Senator, Aldo DeAngelis. Our discussion was initiated on another topic, but the proposed airport was brought up and talked about at length. DeAngelis was responsible for writing the 1985 Senate resolution which reawakened the airport scenario of the late 1960s.

Never did transportation needs enter into our discussion. The scope of the project and the reasons for its support were of a concern to me.

The thrust of airport support comes not from impacted site areas but from southern Cook County, notably the South Suburban Mayors and Managers Association. Executive Director, Beth Ruyle, claims to have the support of 38 municipalities for the project. Two of those represented governments have confided to RURAL that they have never discussed the issue as a board.

A recently formed pro-airport group is the Third Airport Alliance. They claim support by, among others, Governors State University. This support has been denied by the GSU Administration.

These disclaimers lead one to wonder what other named supporters can be questioned.

Vocal support from a local impacted area group for a Will County/Peotone airport facility is clearly missing.

At a recent meeting of the Citizens Advisory Committee, Mr. Donald Corinna, Project Manager, made the statement that this is no longer a study, but a process, indicating that a no-build option would no longer be viable.

Senator DeAngelis was quoted during the same week making the identical statement, as reported in a local news publication.

Mr. Corinna's comment was disputed by TAMS Consultant, Mr. Roc VanGuilder, who expressed there had not been determined a need, and that a no-build option was still included. This might dispute the alleged non-biased approach of this study, as DeAngelis is a part of the Commission and Corinna is the Project Manager of the study.

For the purpose of the dissemination of information, the Third Regional Airport Information Clearinghouse was established. Mr. Ed Paesel was named Director. He is also the former Mayor of Sauk Village.

Prior to his retirement as Mayor, Paesel is quoted in the *Hammond Times* as saying ". . . he would like to get a job promoting a third airport . . ." The non-biased claim of the Clearinghouse becomes suspect here.

If this is truly a transportation issue, why haven't alternative modes of transportation been thoroughly investigated to solve the problem?

Many suggested sites were not recommended for further study in the Peat Marwick and Main report based on analysis of economic impact, and little to no political support.

I question the implied very strong support by public officials in Peotone and surrounding communities, as it does not reflect the opinions of the residents. Resolutions of opposition to the construction of an airport facility have been passed by municipalities and townships in the impacted area.

The people of these rural areas enjoy the quiet serenity offered in our villages and surrounding townships. We are opposed to the destruction of our lifestyles for a project such as the proposed airport. The extreme noise, pollution, increased taxes, the burden on our municipal services and education system are a few reasons why the people in the impacted areas continue to cry no to this proposal.

Our local natural resource is the prime farmland in the area. Each day more farms disappear to progress, while the demands for food continue to increase. The business of farming and related supporting phases of businesses are what this area has been built on.

The farmer keeps food on our tables around the world. We need to protect the fertile land, not support its destruction.

In 1990, it has become clear that we need to worry about the future of our very existence. This factor must be strongly considered in the current study. To quote astronomer Carl Sagan ". . . you are by an accident of fate alive at an absolutely critical moment in the history of our planet . . ." Let us be responsible to future generations and be proud of our decisions today.

Another area of concern is the purported economic bliss we have been offered through this airport proposal. We have been told that no tax dollars would be used for the construction of the airport facility.

When questioned about the infrastructure, we are told that no tax dollars will be used for that. Monies would be provided by IDOT. It seems that we, as taxpayers, are the source of their funds.

Tax concerns need to be addressed. An airport, bringing with it rapid growth and development, is not the answer based on what is happening in DuPage County. To quote DuPage County Board Chairman, Jack T. Knuepfer ". . . For 40 years DuPage County taxpayers have heard the promise that development would lift the property tax burden. Instead, from 1950 to 1990, property taxes, minus the increase caused by inflation, have quadrupled."

An airport constructed at the Peotone site, 40 miles from the population center, is unwanted.

In closing, thank you for your listening time. Please remember peoples' lives, homes, businesses and futures are resting on the outcome of the project. The people of the impacted areas are taking to heart the FAA policy, which we have heard repeatedly, that there will not be an airport located where there is no support.

Here in the Peotone area, that support is lacking. We wish only to continue the maintenance of our current lifestyles, chosen for the true benefits offered in a rural existence.

Thank you.

Mr. OBERSTAR. Thank you.

Again, as we have seen in previous testimony, there are pluses and minuses for a proposed site. There are questions about access and environmental impacts. Again, the question I raised with earlier panel is to those of you on this panel.

Do you feel the process by which site selection is being considered is a fair one and that your views are being considered and that you will have an impact on the ultimate outcome?

Ms. SWIDERGAL. I question thoroughly, in my testimony, the unbiased approach of this study and the people involved in representing us in the study. No, we do not feel it is fair.

Mr. OBERSTAR. How would you recommend that the Commission be structured so that the views of your particular area and your perspective would be adequately reflected?

Ms. SWIDERGAL. Respectfully, our views have been heard because we have been very vocal. As far as how the Commission should be

structured, I am not an expert in that area. I really can't tell you that. Maybe Mr. Klipp has an idea, or Michelle?

Mr. OBERSTAR. Thank you. Do you feel that the selection process is fair and is going to adequately consider the contrasting viewpoints?

Mr. KLIPP. Yes, I do. I am not an airport opponent. I am an airport site opponent. If there is a demand and a need for a third airport—and apparently that has been demonstrated, by the very fact that there is a study being made, and the fact that there is a Bi-State Commission points up the need that there is a demand and a need for a third airport.

So if there is going to be a third airport, it should be at a site that can serve the total region. That includes the City of Chicago and I believe that the study commission is doing a very very thorough job.

People are impatient with them but they have been doing the environmental studies, the economic studies.

Mr. OBERSTAR. Do you feel that the site you are advocating is getting a fair hearing?

Mr. KLIPP. Yes.

Mr. OBERSTAR. In this process?

Mr. KLIPP. Yes.

Mr. OBERSTAR. That is what I wanted to—yes, Ms. Swidergal.

Ms. SWIDERGAL. One basis for the way that we feel is the fact that one of the members of the Commission has referred to our agricultural land as vacant. Vacant land grows weeds. We grow food. I am not a farmer but in 1990, what are we going to do when we concrete and pave over everything and there is no food left for our kids and our grandchildren. I am very concerned about that.

Mr. OBERSTAR. Thank you. Mr. Lightfoot?

Mr. LIGHTFOOT. Thank you, Mr. Chairman. I have no further questions I would like to ask the witnesses, but due to the lateness of the hour, we have already missed the murder, rape and pillage on the 10:00 o'clock news.

I would ask again that Members of our Committee be allowed to submit questions in writing to our witnesses and of course assure witnesses that their responses to those questions will appear in the record which is what people look at, when we are finished with this hearing anyway.

Mr. OBERSTAR. Without objection, so ordered and the Chair appreciates the gentleman's suggestion.

Mr. VISCLOSKY. I have no questions at this time.

Mr. OBERSTAR. Mr. Sangmeister.

Mr. SANGMEISTER. Thank you, Mr. Chairman. I would like to express my thanks to all three of you for coming here, but I want the Committee to know that, as I understand it, I don't see any support at all, political or otherwise, for the Peotone site and I would agree with the opponents that we are going to have a new Commission and we will talk about that. But the next Commission should contain some new people, who will represent the people that live in the areas of Kankakee, Wilmington, Peotone that ought to have at least a representative on that Commission to represent their viewpoints.

Mr. KLIPP. Could I just make comment that regarding your statement that there is no support for the Peotone site, I disagree with that. I think that anyone who is in favor of an effective and efficient facility to serve the total region, including the City of Chicago, must favor the Peotone site.

Mr. OBERSTAR. I want to thank the panel for their views and for the time and effort they have taken to submit their testimony to the Committee and for the time and effort you made to be here with us this evening. Thank you very very much.

[Ms. O'Connor's statement appears on page 205.]

[Ms. Swidergal's statement appears on page 235.]

Mr. OBERSTAR. Our next panel is representatives for and against the Bi-State Airport site, Mr. Charles Wisniewski of Crete, Illinois and Jerrold T. Pacific, President and Spokesman, Third Airport Opposition Committee.

Mr. Wisniewski.

TESTIMONY OF CHARLES WISNIEWSKI, CRETE, IL, AND JERROLD T. PACIFIC, PRESIDENT AND SPOKESMAN, THIRD AIRPORT OPPOSITION COMMITTEE

Mr. WISNIEWSKI. Thank you, Mr. Chairman and Members of the Committee. I would mention, my name is Charles Wisniewski. I am a resident of the Village of Crete and also a Trustee on the Board there. I have come to you as a private citizen.

Just going back to listening to the Chicago and to the Gary summations reminds me of something one of your colleagues had once said, Everett Dirksen, a billion here and a billion there and pretty soon you are talking about some money.

With the dollars they were throwing around in there, Mr. Sangmeister mentioned here earlier that there is no support for the Peotone Beecher site or the Bi-State, I think that there is probably a lot of support out there because it is probably the most advantageous site that we are looking at.

It is closer to Chicago than Kankakee is, you don't displace as many people as you do on the other sites and I think that both of those sites are very viable.

I have a short statement here I would like to present to you.

As the name implies, the Bi-State straddles the Indiana/Illinois line and, in many ways, could be shared equally by them. I believe this site provides a number of advantages that would make it the best choice for the building of a Third Airport in our region.

The general boundaries of the Bi-State search area are as follows: Goodenow Road on the north, two miles east of the Calumet Expressway/I-394 on the west, U.S. Route 41 in Indiana to the east, and approximately three miles north of the Will/Kankakee County line on the south.

In terms of geographical location alone, the site has the potential of providing exciting opportunities for cooperation between the State of Illinois and the State of Indiana. A Bi-State Airport Authority would allow oversight by both states and would assure the sharing of the benefits of such an airport.

The site's outstanding ability to service both northwestern Indiana and northeastern Illinois cannot be overstated. The northern limit of the Bi-State search area lies only 14 miles south of the Chicago city limits and 15 miles south of Gary/Hammond, obviously in close proximity to the major urban center of population.

The Calumet Expressway (I-394) extends to the northwestern end of the site, U.S. Route 41 borders the east end of the site, Interstate 80/294 are only 11 miles to the north, and a potential new expressway south of the Bi-State search area connecting Interstate 65 in Indiana with Interstate 55 in Illinois would provide additional expressway access.

Mass transit connections are feasible via the Illinois Central Gulf Railway that was mentioned before in the Kankakee thing, the Missouri Pacific System in Illinois, and the Seaboard System.

There exist no incorporated communities within the Bi-State search area, and the vast majority of the area is either rural residential or agricultural. This character of the area would enable an airport to be built with minimal relocation of current residents, yet it would be located extremely close to urban population centers.

The site is large enough to allow for the acquisition of sufficient acreage to provide for future expansion and growth without negative impact on the communities in the area. In my view it is critical that we have a site that is expandable and useable well beyond the next 30 years and is not constrained from future growth by existing residential communities.

This would eliminate in advance the problems of noise and congestion that have too often plagued areas throughout the nation that surround airports.

The preliminary air space analysis indicate that the Bi-State site can work well with existing airports remaining in full operation. It is vital that the location chosen for the Third Airport be such that it would add capacity to current air space and not require the closing or limiting of existing airport facilities. This includes both in Chicago and in Gary.

The Bi-State site meets this requirement and would allow those airports to remain open.

To summarize, I believe that the Bi-State site best meets the six criteria by which each site will be judged: air space, human resource implications, natural environmental issues, vehicular and mass transit ground access, cost, and service capability.

In addition, the prospect of Bi-State cooperation with a sharing of resources, oversight and the benefits of an airport make the Bi-State site the best choice for the entire region.

I would like to just add one thing at this point if I have a few seconds left here; is when we were talking about the Chicago site, I lived in the Chicago area for most of my life when I was younger and going to high school there.

I watched dumpster after dumpster of putting stuff in the site that they are proposing, and this goes back a long time. I am no youngster. This was thirty years, forty years ago now. When I think of that and now you have to move all that, nobody said anything about moving this waste and everything that is at this site in Chicago. Where are they going to move it to?

We are talking about environmental issues. Well, if they have to move it, they have to move it down the road and if they move it down the road, our area might be affected by it and that is what we are trying to protect here also.

Mr. OBERSTAR. Thank you, Mr. Wisniewski.

Mr. Pacific?

Mr. PACIFIC. Thank you, Mr. Chairman, Members of the Committee. I am sure, like me, you are very tired and very hot. I am going to try to make this as terse and to the point as I can.

As President and spokesperson for the Third Airport Opposition Committee, I would like to categorically state that we are opposed to the building of a third regional airport at the search site known as the Bi-State site and at all of the proposed search sites.

They include Kankakee, Peotone, Gary and with the inclusion of the Lake Calumet, we are opposed to the Lake Calumet site.

We acknowledge that problems exist at O'Hare and we agree with Transportation Secretary, Samuel Skinner, that delays have become excessive, but we disagree with the only solution brought forward so far, and that is the building of a third, new regional airport.

A common misconception surrounding the need of this airport is that the overcrowding and delays are caused by a massive wave of humanity whose points of origin or final destination is O'Hare.

The truth is that 50 percent of all the passengers who fly into O'Hare are on their way to somewhere else, because O'Hare is a major hub in a system known as the hub and spoke. This hub and spoke system was adopted by the major airlines after the industry was deregulated in 1975.

Although the hub and spoke supposedly offers more service to more cities, it has also increased the number of take-offs and landings at its hubs, ergo delays and also eroding the margin of safety.

We wish to make it clear that we are not opposed to the hub and spoke, nor are we in favor of regulating the airlines. However, we feel that some of the responsibility for this problem should be shouldered by the industry that created it and how you get the industry to shoulder some of that responsibility is to include them as a full member—a full voting member—of the site selection process.

We also believe that the two options offered by the Bi-State Commission—which are either building a new airport or the no-build option which is not an option—are prime examples of lack of vision and imagination. There is always more than one solution to a problem and the best solution is not always the most obvious or the most expensive.

We believe that there already exists sufficient capacity to relieve congestion, reduce the delays and meet the demands of the future. The capacity of which I speak is in the full utilization of existing infrastructure such as the General Mitchell Airport in Milwaukee and the Gary Regional Airport in Gary, Indiana.

We also believe that these two airports, or other similar existing airports which are not now being used to their fullest capacity, with moderate improvements, could serve as reliever hubs in a regional network of airports.

Our proposal affords the opportunity to utilize the resources that are already at hand, thereby meeting the region's needs for safe convenient air travel at a fraction of the cost of a new megaport.

The proposal would also be the least disruptive to the communities that are threatened by a third major airport.

We realize that in order for our proposal to work, it will require the full cooperation of the FAA, the Bi-State Commission, the major airlines, our political leaders, you gentlemen, and other opposition groups.

Therefore, if congestion, delays and the ability to meet future demands are truly the real issues—and those are the issues, gentlemen—economic development is not an issue—those are the issues. If they are truly the issues and not economic growth and political prestige, we respectfully request that our proposal be given the opportunity for further study and, if it is found to have merit, we request its inclusion into the Bi-State study.

I defer to you gentlemen.

Mr. OBERSTAR. Thank you very much, Mr. Pacific.

Both have expressed very clearly and forthrightly a viewpoint and raised concerns on the one hand and hopes on the other. I think that your suggestion Mr. Wisniewski has a thirty-year-plus useful life is a matter of consideration for the Commission that is an appropriate one.

And of course, Mr. Pacific, your opposition to all of these sites on various grounds reflects the concerns that many preceding witnesses——

Mr. PACIFIC. You smile, but I am serious as a heart attack. I think we have a viable solution here. Who says that we have to have 8,000 to 10,000 to relieve congestion.

Mr. OBERSTAR. Sir, I am only just——

Mr. PACIFIC. I apologize, I am very tired.

Mr. OBERSTAR. I was observing that what you said was in concert and in consonnance with others preceding you and I appreciate that viewpoint. I think you expressed it very well.

Mr. PACIFIC. Thank you, sir.

Mr. OBERSTAR. Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman, I will submit the questions in writing.

Mr. OBERSTAR. Mr. Visclosky.

Mr. VISCLOSKY. Mr. Chairman, just so I am clear, Mr. Pacific, you don't contend that there is not a need for additional capacity, your point is that it can be handled through some of the existing facilities as opposed to the development of a greenfield site?

Mr. PACIFIC. No, opposed to a greenfield site, opposed to all sites. What I am saying, sir, is look, we have resources that we are not even utilizing. Who said that we need 8,000 to 10,000 acres to meet the demands of the future and relieve the congestion.

But the airlines have to participate in this. They can't be treated like second-class citizens, brought into the Bi-State Commission up to the point of voting for a site and then they are not allowed to vote? We need their input, we need their cooperation.

Yes, I think that airports such as the Gary Region, Mitchell, Michiana, Rockfort, Illinois. I think two of those airports could meet the demands of the future, or perhaps all four of them.

Mr. VISCLOSKY. Thank you very much.
Mr. PACIFIC. You are welcome.
Mr. OBERSTAR. Mr. Costello?
Mr. COSTELLO. No.
Mr. OBERSTAR. Mr. Hancock?
Mr. HANCOCK. No.
Mr. OBERSTAR. And Mr. Sangmeister?

Mr. SANGMEISTER. Just one. Mr. Wisniewski, you indicated that there was some support for the Bi-State site. I have not been able to find any type of group or organization.

Mr. WISNIEWSKI. Well, the Third Airport Alliance, Congressman, is in favor of the study of all the sites selected. There were sixteen sites that were originally in the field. The four that were left were considered the best by the FAA. Those are the ones that we are supporting that should be studied.

But if there is a problem with one of the other sites, that this is a very good alternative, too. Say if Kankakee, for some reason, a safe environmental issue did come up. You don't want to clear the table from everything. You want to keep something on the table so you have something to fall back on.

This is too big of an issue to not have something as a back-up and that is why I feel strongly that they should all be kept in there, and that is what the Third Airport Alliance is looking for also.

We mentioned about the Bi-State study in that with Mr. Corinna. Well, I was at a meeting Friday morning that Mr. Corinna spoke at, and he did speak about the no-build option. That is still in effect. That thing is right on the top of their mind as part of the study.

The other thing is the environmental issues that you are saying, Mr. Sangmeister, to move along and let's get this thing done, it has taken a year to do the environmental study that these people are looking for because you have to take all four seasons.

You can't do an environmental study in the middle of winter on the ducks coming from the south. So that is why it is taking so long to get that study done.

One other thing, Mr. Oberstar, that I would like to add is, Congressman Lightfoot mentioned about enplanements. One of the things the third airport would do is take some of the cargo planes away from O'Hare so that you would be able to get on and off a plane a little bit quicker also.

Mr. OBERSTAR. No further questions. We thank you for your presentations this evening.

Our next panel, or just one witness, actually, is Ms. Kathy Lane, Executive Director, Suburban O'Hare Commission.

Ms. Lane, welcome.

[Mr. Wisniewski's statement appears on page 240.]
[Mr. Pacific's statement appears on page 212.]

TESTIMONY OF KATHY A. LANE, EXECUTIVE DIRECTOR, SUBURBAN O'HARE COMMISSION

Ms. LANE. Thank you, Congressman Oberstar.

Mr. OBERSTAR. Thank you for being here with us this evening. Please proceed.

Ms. LANE. Mr. Chairman, Members of the Committee, thank you for this opportunity to testify before this Subcommittee. I am tired, you are tired, my attention span is shot and probably so is yours.

So I am going to take these papers that I have scribbled up and I hope that they make sense because I have cut it down to about a minute.

The Suburban O'Hare Commission, we call ourselves SOC, is comprised of the communities around O'Hare International Airport most heavily impacted by aircraft noise. We represent a population of over 300,000 citizens.

We have long been advocates—aggressive advocates—for construction of a third airport for this region but the Commission has remained neutral on the issue of which of the several contending sites should be selected.

SOC supports the site selection process currently underway which is sponsored jointly by the states of Illinois and Indiana. No site should be studied outside this process. No interest should be allowed to usurp control of this process.

We support this process as it is currently structured as the only way to select the right site for the new airport.

However, to make sure the region does not repeat the same mistakes that led to the nightmare of congestion, delays, noise and air pollution suffered around the O'Hare area, SOC believes any proposed site for the third airport must meet the following three criteria:

First, any new airport site must be large enough to meet traffic demand, both current and future demand for the region and to have reserve land area to allow long-term incremental growth. Any small sized third airport sited and built on the assumption that O'Hare will be expanded by new runways or any other means is categorically unacceptable to the citizens of our communities.

We need an airport large enough to meet future demand and to recapture some of the transfer traffic which has left O'Hare to avoid current delays, delays caused by attempting to schedule too many flights into a too small airport.

Rather than simply supplementing O'Hare by taking a limited overflow of future traffic, the new airport must be capable of accommodating all of the region's future growth plus relieving a significant percentage of O'Hare's current congestion.

Second, any new airport site must also be large enough to be operated in an environmentally responsible way. The site must be surrounded by a large environmental buffer zone so that the same problems are not created at the new airport as now exist at O'Hare. We do not wish to simply export our misery to a new location.

Third, and very important for you gentlemen, any new airport site must be capable of construction and operation on a fast track. Any site which is proposed on a delayed basis, on the implicit or express assumption that new runways will be built at O'Hare is categorically unacceptable to the citizens of our communities.

Unless a new major airport is built soon, the City of Chicago will continue to urge the construction of new runways at O'Hare. These

runways will increase the suffering of our citizens, but they will not increase the capacity of O'Hare enough to capture a large share of the economic benefits of the transfer market.

This region can enjoy both economic growth and environmental benefits with the construction of a properly planned new airport. However, none of these benefits will come to the region unless the airport is built soon.

The region is already losing air traffic and its associated benefits to other cities where mini-hubs are developing because of delays at O'Hare.

Unless we act together now to build an airport large enough to meet the needs of the next century, we will never be able to regain the region's market share and we cannot correct the environmental disaster which is represented by O'Hare.

Clearly, some of the sites described tonight meet these criteria better than others. We rely on the site selection process as it is currently structured to select the best site. The right new airport in the right place can be opened and operating in five to ten years, if we all work together to make this project a national transportation priority.

I would welcome your questions.

Mr. OBERSTAR. Thank you very much. You have made a very well thought-out presentation and your criteria suggestions make good sense and I hope that these are ones that are going to enter into, very seriously, the deliberations of the Commission and the Secretary of Transportation and any of those at the state level and the federal level who will have a decision-making role to play.

Ms. LANE. Thank you, sir.

Mr. OBERSTAR. You have offered some very well thought-out approaches to this matter and you have given us a great deal of great consideration and we thank you for your presentation.

Mr. Hancock.

Mr. HANCOCK. No questions.

Mr. OBERSTAR. Mr. Visclosky.

Mr. VISCLOSKY. Just a quick question. Ms. Lane, does the Commission have a position in terms of the inclusion of Lake Calumet in the process? At the conclusion of your statement you suggested that you support the existing process. Does that include the inclusion of Lake Calumet?

Ms. LANE. We support the process as it is currently structured. Specifically, what I was referring to was the structure of the policy committee. We do not support changes on the policy committee to accommodate Chicago's desires.

We feel that Chicago is represented in the state delegation. The four Members from Illinois includes Chicago. As you know, Mr. Franke sits on the policy committee. We think that is plenty.

As far as the inclusion of Lake Calumet is concerned, frankly, we don't feel that the Lake Calumet site is worthy of consideration. But political realities being what they are, we believe that if it is included in the existing process, the clear light of day will show that it is not a worthy site and we have faith in the process.

Mr. VISCLOSKY. Okay, thank you very much.

Mr. OBERSTAR. Mr. Costello?

Mr. COSTELLO. No questions.

Mr. OBERSTAR. Mr. Sangmeister?

Mr. SANGMEISTER. No questions.

Mr. OBERSTAR. Thank you very much for your presentation.

Our final panel includes our colleague in the Congress from the adjoining state of Indiana, Congressman Jim Jontz from the Fifth District of Indiana and Ms. Ann Carpenter, President of Airport Indiana, Inc., concerning the Newton County, Indiana site.

Congressman, we thank you for your patience through a very long evening. I am sure your day started early. Mine did at 5:30 today in Minnesota. Your testimony is nonetheless no less significant or important, nor will it fall on less alert ears than did those words at the beginning of this evening. Thank you for being here.

[Ms. Lane's statement appears on page 198.]

TESTIMONY OF HON. JIM JONTZ, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA AND ANN CARPENTER, PRESIDENT, AIRPORT INDIANA, INC.

Mr. JONTZ. Thank you, Mr. Chairman. Actually the thanks go to you and the Members of your Subcommittee in listening this evening to this debate. My purpose tonight is to briefly introduce you and the Members of this subcommittee to the proposed Colfax Township site in Newton County, Indiana, airport site, a site which I believe has not received the attention it deserves.

You may be aware that the original site selection study conducted by Peat Marwick did, briefly, consider a site in Newton County but did not include it in the four sites recommended for further study. I believe that the decision to eliminate the Newton County site at that time was based on incomplete and inaccurate information, and had that study looked at the Colfax Township site, the viability of a Newton County alternative would have been recognized.

Fortunately, the Airport Indiana group and other advocates of a Newton County Airport, including the Newton County Commissioners, believed so strongly in the merits of the site that they commissioned their own feasibility study. This study, which was completed just very recently, was funded one-half by the State of Indiana and one-half by funds raised locally. I believe that this study prepared by Beam, Longest, and Neff argues persuasively for the viability of this Colfax Township site.

This Newton County site encompasses some 30 square miles in Colfax Township, about 60 miles south-southeast of the Chicago loop. Today this site is almost entirely agricultural. The land is exceptionally flat.

The Newton County site would be accessible to and from Chicago both by road and by rail. Interstate 65 passes one-half mile to the east of the site and the CSX rail line used by AMTRAK is about a mile to the northeast.

The proposed site includes only 91 parcels of land owned by 48 property owners, the majority of whom have expressed support for this project. No cities, towns, villages or industries sites are in the township.

Another plus for the site would be the minimal intersection the airport would have with Midway and O'Hare airspace and with their approach and departure flight paths.

I want also to make the point this evening that the Newton County site enjoys substantial local support. Forty-seven local governing bodies and governmental agencies from Newton and the surrounding counties—and quite honestly, Mr. Chairman, I didn't know that we had that many governmental agencies and governing bodies in Newton County and surrounding counties—have passed resolutions of support for the airport.

This past May, upon the completion of the Beam, Longest, and Neff study, I wrote to Secretary of Transportation Skinner asking his support for the inclusion of the Newton County site in the study being conducted by the Site Selection and Master Plan Study Policy Committee. At that time, the Secretary was proposing that the Lake Calumet site be included in the current study rather than pursuing a separate study and master plan process for that site.

It seemed only reasonable to me that if the Bi-State study is to be extended to include that new proposal, it should also include other developed proposals for a third airport site, specifically, the Colfax Township site.

I appreciate again your patience tonight and I am very pleased to be accompanied by Ms. Ann Carpenter who you introduced earlier this evening. We both are very thankful for your allowing us a few minutes on the agenda tonight to make this presentation.

Mr. OBERSTAR. Thank you very much.

Ms. Carpenter, please proceed.

Ms. CARPENTER. Thank you for allowing me to come before you this evening to speak about the third major jetport for the Chicagoland region.

My name is Ann Carpenter and I come before you as the Airport Advisor to the Newton County Board of Commissioners. For those of you who might not be aware, Newton County is in northwest Indiana.

For those of you who have been involved with the process of the Tri-State and Bi-State Airport Commission from its inception, you are aware that there was a site in Newton County included within the phase two, greenfield section of the studies.

That site was eliminated from further study due to several adverse conditions found by the consulting engineering firm of Peat, Marwick and Main. I guarantee you that the only similarity between that site and the one that is being proposed by Airport Indiana is the fact that they are both located within Newton County.

The feasibility study done by the consulting engineering firm of Beam, Longest and Neff for Newton County on a site within Colfax Township proves beyond a shadow of a doubt that the Colfax Township site has not been studied prior to this time.

The Beam, Longest and Neff study shows that we are within one hour and five minutes from downtown Chicago, and within 25 minutes of the urban area of Maryvale. We are equidistant from Kankakee and Gary, allowing us to aid in each of their economic revivals.

The study also shows that the Colfax Township site has the soils ideal for construction purposes, a topography with less than a dif-

ference of fifteen feet and an environmental base unequalled by any other site now being studied.

To add to these seemingly ideal circumstances, Colfax Township has no commercial or public buildings, no cemetaries, no high transmission lines, no endangered flora or fauna and no major highways going through the site, although Interstate 65 does run parallel to the site on the east within one-quarter mile.

The addition of the CSX AMTRAK rail line at the northeastern corner of the site makes the current infrastructure easily capable of supplying the necessary beginning transportation needs.

It does have 87 residential sites within the 19,200 acres, less than 400 total buildings, all agricultural in nature, and a 95 percent approval ratio from the residents within and near the site.

Because there are no industries or commerce within the site, the Colfax site would create jobs rather than displace or exchange jobs.

Currently Indiana has only one site being considered for the third airport, Gary Regional. Without the Newton County Colfax Township site, Indiana has no alternative location 100 percent within its state.

We feel it only prudent that Indiana have that alternative. The original criteria set forth by the FAA was for safety and size. We feel that the Newton County site easily complies with these factors and on these bases alone, deserves consideration.

We thank you very much for allowing us to come before you. I have one more comment made by one of our fellows with us. If you are wondering why there is no opposition present, that is because we literally could find none for this site. That is a little bit of a positive on its own. Thank you.

Mr. OBERSTAR. Well, I thank you and you get the gold star award for being the only panel tonight that doesn't have any opposition. Surely you will find someone and the record will remain open for that opponent or those opponents, who are surely to come forward—I have not yet, in my twenty-six years experience in the Congress seen a proposition that did not have some opponent somewhere.

Even those bills that passed by unanimous percent, 100 percent recorded votes, had some people grumbling about them. So I thank you for a job well done.

The question I have is, though, how do you get to the Newton County site from downtown Chicago?

Ms. CARPENTER. You use the Skyway Toll Road and Interstate 65.

Mr. OBERSTAR. Is an hour-plus drive a feasible option for people who may want to use that airport?

Ms. CARPENTER. The reason for the sites under consideration at this time were based on the fact that the people that were not now being serviced by an airport were from the southeastern Chicago, northwest Indiana region.

We feel that yes, we do fall into that category, plus the fact that it has been proven that the population is moving around the south end of Lake Michigan, down I-65 toward Indianapolis, becoming a corridor.

Mr. OBERSTAR. Is a high speed rail service in that corridor a viable possibility?

Ms. CARPENTER. The CSX Rail Line has been used for a test on a 200-mile train already.

Mr. JONTZ. If I might speak briefly to that, there is quite a bit of interest in Lake County in the Westlake Rail proposal. It would be a very simple thing for commuter purposes, because of the necessity of addressing some of our traffic problems on the Borman Expressway and U.S. 41 and U.S. 30. It would be a simple thing to extend that route down past Lowell on the same tracks to the Newton County Colfax Township site.

Ms. CARPENTER. That is approximately another 10 miles.

Mr. OBERSTAR. Has your group addressed the matter of interlining, that is, transfer of passengers from that airport to O'Hare or Midway?

Ms. CARPENTER. Yes, it has, as to commuter air buses, whatever the situation may be. High speed rail seemingly has been a little bit more discussed, although we have discussed the air buses.

Mr. OBERSTAR. High speed rail really is a great opportunity for intermodal movement of passengers. Last year at this very time the Subcommittee was in Europe to inquire into U.S./European aviation trade matters, maintenance facilities, and security questions.

We visited also the airbus manufacturing facility in Toulouse and as part of that we used the TGV, a high speed train from Paris to Lyon.

When I was a student in Europe that trip took four hours plus. Last June it took two hours and one minute on a train that moved at such speed that when we passed a small airfield there was a twin engine aircraft taking off, airborne. The train passed the plane at 170 miles an hour.

The French now have developed an even higher speed train for the next leg of that route to take them from Lyon to the Spanish border. Now we should be able to develop that kind of technology for interconnects among short-distance connections between airports in this country.

And our Governor in our state has already established a commission to study high speed train connections between Minneapolis-St. Paul and Chicago. It seems that that is an option for us to consider.

Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman. I would like to endorse your comments about our colleague, Mr. Jontz, that you made in the opening remarks.

On this issue of how long it takes to get to an airport, something struck me as rather interesting. I have to drive an hour-and-a-half just to get to Hay Airport and it all becomes somewhat relative after a while.

And National, which all of us use, if you don't hit it right, that 10-minute trip can take almost an hour-and-a-half. If there is a quarter of an inch of rain, you can almost depend on it with the traffic snarls that we have in the City of Washington.

So the amount of time that it takes to get to an airport, I think, is an irrelevant factor as far as individual concerns and probably with what you are talking about, it is a crying shame that as a nation we don't put more money into research and development on such things as high speed trains and continue the tiltwater pro-

gram and a number of other programs that would do us a great deal of good in the future.

I thank both of you for being here and, as the Chairman said, it must be fun not to have any opposition. And it is an election year, Jim.

Mr. JONTZ. Well, I thank the gentleman for his comments. I guess what is frustrating to us, given the lack of opposition, given the ease with which this facility could be built, given the realistic means of dealing with the 60 miles that you have both spoken to, we are not in the loop right now. We are not in the process. We are not being considered. We are not under the pervue of the Bi-State Commission.

And that is all that I have sought to do to ask Secretary Skinner, wouldn't it be wise to include this site which was unfairly excluded because the wrong alternative was studied by Peat Marwick, and wouldn't we be better off in the long run to address these issues as part of the Bi-State process.

And I think that Newton County has enough going for it that we at least should be in with the Bi-State site which, in my opinion, has very little support compared to the site that we are speaking about now in Colfax Township.

Mr. LIGHTFOOT. I suppose the big disadvantage to not having any opposition, it doesn't give you an opportunity to make your argument.

Mr. JONTZ. Well, we felt that we really shouldn't come forward and make the request until the feasibility study that our state legislature paid for, along with private donations from Newton and Jasper counties, was completed. Now that is done. That document has been out now for three or four weeks.

We can make a case that there is enough merit to our proposal that we ought to be on the study list, and I think it would be very unfortunate if Newton County were not included on the study list. We are very hopeful that the Secretary will see fit to give us the same consideration in terms of addition to the list that the Lake Calumet site was given.

Mr. OBERSTAR. Thank you. Mr. Visclosky.

Mr. VISCLOSKY. I just want to thank the Congressman and Ms. Carpenter for your patience this evening as well as for your interest in Newton County. Thank you.

Ms. CARPENTER. Our interest is basically in the State of Indiana and the safety of the air space.

Mr. OBERSTAR. Mr. Costello.

Mr. COSTELLO. I have no questions but I would like to thank my colleague and Ms. Carpenter for being here.

Mr. OBERSTAR. Mr. Sangmeister.

Mr. SANGMEISTER. I don't know about including the site at this point but perhaps——

Mr. OBERSTAR. We will see to it that your concerns are brought directly to the Secretary of Transportation and that he is made aware of your interest in being considered.

Mr. JONTZ. That would be very helpful, Mr. Chairman, we appreciate that.

Mr. OBERSTAR. We have one final witness who will be recognized for three minutes. The Committee has learned that Joyce Bischoff

for Citizens Against Lake Calumet Airport had asked to be on the witness list and among some misunderstandings among others who were involved in organizing the hearing, was not considered.

So at this time the Committee will recognize Joyce Bischoff. And in response to the question you raised with Committee staff, I want to point out that this hearing, as all hearings of the Committee, are recorded by an appropriate court reporter. I made that observation at the outset of the hearing.

[Statement of Mr. Jontz appears on page 123.]

TESTIMONY OF JOYCE BISCHOFF, CITIZENS AGAINST LAKE CALUMET AIRPORT

Ms. BISCHOFF. Thank you. First of all, I want to thank the distinguished panel for your time and you, Chairperson Oberstar, I guess you are the person in charge of this hearing.

My father, too, worked at the mills. In fact, he broke his back working at Wisconsin Steel when I was a child. I grew up in Salt Deer and I grew up with the steel mills. The southeast side of the area of Chicago has been a neglected area for many years.

But I don't believe the airport, the Lake Calumet proposed airport is our answer to its salvation or restoration. In fact, ultimately, it will destroy us completely. I represent a homeowners group. We are newly founded. We have about 250 members. It is called Citizens Against Lake Calumet Airport.

We feel we would be getting an unfair deal if Daley is allowed to revise the procedure as it has been established, now that he has decided to join part of the system and we feel it is unfair to change the rules.

Initially at the very first meeting on February the 21st, Commissioner Franke, the Commissioner of Aviation for the City of Chicago, represented to the community as a whole the unveiling of the secret proposal that was undertaken under Mayor Daley in July of 1989 and he announced the destruction of our communities, the destruction of the 9,360 homes.

An additional 1,200 homes would be destroyed because of noise impact, unsafe levels, according to the FAA. And when we protested about a democratic society that would allow a secret study without any community input, we were told, now was our time for community input. If we did not want the airport, it would not be there.

We have appeared at every meeting that the City has sponsored and the statements from the people here, I am sorry to say tonight the turn-out wasn't as great as it could have been but people felt it was another Daley show where they had no say.

The last meeting that was held in this hall had 1,200 angry residents who said no. And I feel if you took an independent survey of the area or if a referendum was allowed—this is still a democratic society—you would find unanimously, the majority say no to Daley's proposed site.

In addition to that, you have jobs. The people in this area didn't sit idle. We are not on welfare. You might have a few who have been unfortunate enough to be on that system, but we work, whether it be downtown or whether it be Steel Terminals, General

Mills—it has a $25 million annual payroll and they were going to expand. That is within what is now called the affected site.

In addition to that, you have your Ford Motor Company. We are not only talking about relocating these jobs. Possibly they might move out of the city and out of the state. But you are talking about the devastating effects, the impact, on the lives of a gentleman who put twenty years of his life into a company that is going to be forced out. What about his pension and his rights, as well as the loss of his home.

And speaking of the garbage and the environmental issues. We all are unhappy with earth day, but what happens after that. I can't remember a time when they weren't transporting garbage into that area, even from out of state.

We were told by the City of Chicago that unless an airport was allowed to be built, they would not clean up the area. They know it exists there. They know it is bad. I watched my father die a very painful death. It took him five years to die from bone cancer.

Who can say what caused it or what contributed to it. There have been studies of this area, gentlemen, with regard to the higher incident of cancer in the southeast side, the suburbs and the southeast side of Chicago.

And I feel it is unjustifiable that you can treat humans the way we have been treated. You have to have a value on lives. They realize there is a terrible situation there and they should be forced to clean it up now.

And with regard to an airport, we can't wait 20 years for an airport. We all realize that the situation at O'Hare is terribly unsafe. An airport is needed now, and they even realize it.

In their feasibility study, on section one, page five, last paragraph, last sentence, it says: Planes will be landing, minimum operations, in the year 2000 in the Hedgewisch area. They themselves have misrepresented tonight to you—and that is why I appreciate the opportunity you have given us to talk and the fair treatment.

Thank you, gentlemen.

Mr. OBERSTAR. Thank you very much. I certainly appreciate the depth of feeling and the concern that you have and your intensity on this issue and it is very clear and I respect you for waiting this long to have the opportunity to present your views, which you have with eloquence and with deep feeling.

Are there any questions, comments? Mr. Lightfoot.

Mr. LIGHTFOOT. Thank you, Mr. Chairman.

I understand that there was one opposition to the Indiana proposal—oh, you wanted to speak on behalf, okay. Another individual wanted to speak on behalf of the Indiana proposal. I would yield to your persuasion on this issue. If, due to the lateness of the hour and the books are closed, if we could admit the statement, that would probably be sufficient as well.

Mr. OBERSTAR. Without objection the statement of John Johnson, Chairman of the Board, I.G. Technologies, will be included in the hearing record. Do I understand this is in opposition to the Newton County site?

Mr. LIGHTFOOT. Not necessarily, no.

Mr. OBERSTAR. On the subject of the Newton County site and it will be included in the record just prior to the last witness.

Mr. LIGHTFOOT. I would, as a closing comment to our panelists here and everyone who is here tonight, since I have been in Congress and failed the sanity test back in 1984 and got involved in this business, I would say as far as Chairman Oberstar is concerned, and for those of you who are here tonight, back when I used to announce rodeos and what-have-you and it was late at night and we were running slack, we figured anybody that was left either had a real interest in what we were doing or somebody there owed them money.

And I assume the folks that are still here are viably interested in this particular issue. I think as we have seen throughout the evening, there is a great deal of emotion on both sides of the issue but, quite frankly, that is what makes this country the great country it is and you do have an opportunity to speak out and be heard and say what you say on either side of the issue.

And I would say, as far as Chairman Oberstar is concerned, for the benefit of you folks here, we are from opposite political parties, but since he took over chairman of this particular Subcommittee, having served on some other Subcomittees where hearings are not fair, where they are stacked, I don't think there is any question of any doubt that every hearing we have had so far from the Aviation Subcommittee has been equally balanced on both sides of the issue, letting proponents and opponents of any particular issue speak their point.

I think that the Chairman has no peer in Congress in terms of putting together very fair and very impartial hearings and I think you have the benefit of his fairness in this particular issue.

I also would like to reassure you that everything that has been said tonight—and I know that sometimes what we do in Washington is a little bit confusing—but everything that has been said, all the testimony that has been submitted, the questions that we are going to send out to some of you folks that testified down toward the end of the hearing, those questions and responses you send back will all be printed in the official record.

And that is what people will take a look at and go through when they make their decision on what may or may not take place with this particular situation. So I know that the staff has worked long and hard to try and see that we found people who wanted to speak on both sides of the issue.

Sometimes that is almost an impossible task, but again, I compliment the Chairman on the way he conducts our hearings. I think tonight has been a good example of that fairness because we have heard both sides of the issue and will continue to do so.

And last but not least, I would like to thank all the witnesses who took the time to come here, say their piece and I am sure we will be corresponding with you in the future until this particular situation is settled, but that is what makes this country great. I am pretty glad—in fact, I am very glad to be an American and proud to be part of the process.

And I thank you very much for being here and thank you, Mr. Chairman.

Mr. OBERSTAR. The Chair is very humbled by the gentleman's remarks and deeply appreciative. Do other Members wish to make comments, questions of the witnesses? Mr. Visclosky.

Mr. VISCLOSKY. Mr. Chairman, I do not. I simply want to indicate that I do not want to complain about the lateness of the hour. I anticipated it. The last time I was engaged in a hearing that lasted past 11 p.m., Mr. Hancock and yourself were involved, so this does not come as a surprise.

I do want to thank everyone in the audience who has persevered and indicate to the witnesses, it is a rare hearing in Washington, D.C. where you have six Members of Congress participate throughout the entire evening. Thank you very much.

Mr. OBERSTAR. Mr. Costello?

Mr. COSTELLO. No.

Mr. OBERSTAR. Mr. Hancock?

Mr. HANCOCK. No.

Mr. OBERSTAR. Mr. Sangmeister.

Mr. SANGMEISTER. I have just one question of the witness. Given the close proximity of the Gary site, did your organization take any position on that site?

Ms. BISCHOFF. We feel it is not our job to choose a site. We are not airport experts. But we feel it is time to take the politics about what has been delaying the process that has been pre-existing prior to Daley getting in.

We feel that it was not an adequate site originally because of environmental concerns, whether it was the seagulls or the protection of the wetlands, I am not sure, sir, I don't know. However, we just feel that Mayor Daley, in his arrogance, made the statement, he has the land. He does not have the land. These are our homes and we are fighting for them.

In addition to that, he also made a statement, he has the money and he went to Washington and was denied the funding, the extra $5.1 million. So therefore, we feel that some politicians must have taken—they must have been offended by his arrogance also.

We just feel that the Bi-State process itself, in and of itself, has been functioning and doing its job, and let them get on with their job and choose a site. And Daley, in his capacity as Mayor of the City of Chicago, should not exert any undue influence or stress on someone because of a political party or because of his father's friendship with someone and put this Lake Calumet site in as part of the study site and therefore change the rules and change the members of the Commission as well.

There wasn't any problem with it until, you know, Mayor Daley started taking issue with the representation that was there.

At a meeting on March 21st at the South Suburban College, Commissioner Franke made the statement that his loyalties were to Mayor Daley, the Mayor of the City of Chicago, and that was the only site to be considered.

And I feel that that is a conflict of his interests on that Commission as well because I feel that every person on the Commission, it is their job to be impartial and fair in the treatment.

Unfortunately, having grown up in Chicago and seeing how things are handled sometimes, it is not the way things normally should be handled. My daughter is studying government, and she has a book, Government By The People. It is something we all learned as children. She had to pass the test in order to graduate grammar school, a state, to know the Constitution and her rights.

And we just feel our rights in what is now known as the affected area have been violated.

We were told that we would be relocated to 103rd and Doty which is an old incinerator site and I don't know if the ground is polluted or not, I am not an expert, but I would assume it is.

In addition to us they also advise that the area residents in the Village of Burnham, there isn't enough room there for them, but they would deal with them later. Not to worry, Daley had a master plan. Well, so did Hitler.

The walls are going down in Germany and what is going on right here in our back yard.

Mr. SANGMEISTER. Mr. Chairman, you ask a question and you certainly get an answer.

Ms. BISCHOFF. I am sorry.

Mr. SANGMEISTER. My point still is, to follow your theory, that that site process would go forward. What you are saying is, keep Lake Calumet out of it because it wasn't in there to begin with. Fine, I will go along with that.

But you also realize that that may mean that Gary will be the site.

Ms. BISCHOFF. That is a possibility. I can deal with that. If that is what they choose as the safest site—because I believe you were the gentleman that mentioned about the fog rolling in off the lake, or someone did. And we also have the other factor of the seagulls to consider, which all are very hazardous to any aircraft, as we know.

It is harder to get rid of the larger birds. For some reason I think they have sophisticated equipment that transmits sound waves that smaller birds are able to be kept away with. However, it doesn't work with the seagulls.

And with regard to the Gary site, it is part of the process. We are not here to pick a chosen site. That is not our job. I am not an expert. All we want is to be treated fairly, and we feel that we haven't been, gentlemen, because of what has been going on.

I don't see how anyone can justify a secret study and wonder why a community could be treated like that and no one could not be alarmed by something like that existing in a democratic process.

I think we all have to hang our heads in shame that it has been allowed to happen. And with regard to the dumps, they didn't appear overnight. I am forty-three. I can't remember a time when they weren't there. And how do you explain something like that to your children.

You know, maybe initially when they first started bringing them in, we all looked the other way. Maybe we could learn a great deal from the Indians. They respected the land, they valued it, they never took anything from it that couldn't be replaced.

And the City of Chicago represented—they made a statement—I attended an Army Corps of Engineers hearing on March 22nd at Olive Harvey wherein the City asked for permission to fill in the wetlands for economic development purposes, namely an airport.

There are significant portions within the boundaries of the southeast side area that are now empty or not economically developed. Why is the airport the only answer and is it really the answer when, in fact, it would destroy the entire community.

The illusion they are trying to sell is what they are doing for us is good for the community. An airport creates jobs, yes, but most of the jobs—and I am referring to the IDOT study—mentioned in the IDOT study that they are low skill, minimum wage jobs.

I am a legal secretary. I travel every day downtown and I have for twenty-seven years. People will travel to the jobs. How can you sacrifice a gentleman who has a pre-existing job, a pension, a benefit and would like to retire some day down the road a couple years, who now might not only lose his home but he might also lose his job and he has no other trade or skill.

How can these senior citizens start over at a certain point in their life? My mom is a widow and seventy-four years old, lives in Calumet City. She doesn't want to leave her home. Where would she go?

You know, these are all factors to be considered. The human element, I know, is also a factor that you gentlemen have to consider but, you know, as I said, it is in your hands and we appreciate you giving us the time and the attention and the courtesy.

The City of Chicago, by the way, at the wetland hearing before the Army Corps of Engineers—you might want to get that transcript as well, gentlemen, it might be interesting. There are three different categories of wetlands, as I am sure you are aware.

They want to relocate the wetlands, something God even created. They have no consideration for anything. There are bird sanctuaries within the area as well.

Mr. OBERSTAR. Thank you.

Mr. SANGMEISTER. Mr. Chairman, I think this witness should be in the Guinness Book of World Records for having held her hand up the longest to be recognized.

Ms. BISCHOFF. Congressman, I am used to it. I had my hand up for about an hour and a half at a meeting on March 21st at South Suburban because Representative Giglio would not acknowledge me or recognize me because of the fact he knows my position.

And unfortunately, in this very room, I embarrassed him when I challenged his position. Because they represented to the people, you don't have to worry.

Because the senior citizens worry about their final years. Their final years shouldn't be filled with stress. You have a right to enjoy the peace and quiet that you deserve in your home that you have worked so hard for.

And in fact they told them, don't worry, twenty or thirty years from now, this is for your children, for your grandchildren, to make them feel they had to sacrifice their home.

And in fact, it wouldn't be a sacrifice because it is twenty to thirty years away. We know the airport is needed now and it was represented so in the feasibility study. When I presented that fact, State Representative Giglio would not allow me to talk.

So I am used to putting up my arm and thank you. If it helped me get up here and speak on behalf of the Nuns at St. Columbo that are praying for us, I think it is well worthwhile. Thank you.

Mr. OBERSTAR. Thank you, Ms. Bischoff. We appreciate your presentation this evening and your patience in waiting so long.

In conclusion, I would observe that this hearing has raised, for the Committee's attention, that there are very serious environmen-

tal impacts for each site and clearly an environmental impact statement in the formalized process foreseen by federal law needs to be undertaken and has to be before any of the sites can receive any sort of final approval.

There are also major societal impacts, some beneficial, some very adverse—severely adverse, that we have heard tonight.

There are potential air traffic control conflicts that must be addressed and resolved.

There are significant economic benefits, although it appears that the amount and for whom and over what period of time are in some dispute.

It is also clear that there is a process in place. It may be imperfect, it may need some adjustment and to that end we will bend efforts on this Committee to assure that the process is inclusive and that the views of all jurisdictions and units of government and individuals representing broad viewpoints are taken into consideration.

The final decision, obviously, is one that will involve many considerations, including those that I just cited, but I am satisfied that there is a process in place. It needs some adjustments. I hope that the result of that hearing will be to make those adjustments.

I would also like to observe, Mr. Repel has sat here throughout this entire hearing and taken notes of all the testimony for and against, and since he was the subject of quite some reaction, let us say, early in the evening, I think that is to his credit.

I think it to the very great credit of my colleagues that they traveled long distance, came here, sat late in the evening, though not long in total hours by the standards of this committee. We have often had twelve hour hearings in order to assure that all viewpoints would be taken into consideration and we certainly have done that here today.

Thank you all for your patience, for ultimately respecting the viewpoint of those with whom you may not have agreed. In the words of Voltaire, "I may disagree with what you say, but I will defend to the last your right to say it."

In that spirit, we conclude this hearing. Thank you.

The Subcommittee stands adjourned.

[Whereupon, at 11:35 the subcommittee was adjourned.]

PREPARED STATEMENTS OF WITNESSES

SUBCOMMITTEE ON AVIATION

HOUSE COMMITTEE ON TRANSPORTATION

CONGRESSIONAL HEARING - JUNE 11, 1990 - CALUMET CITY, IL

TESTIMONY OF MAYOR THOMAS V. BARNES
IN SUPPORT OF GARY, INDIANA
THIRD REGIONAL AIRPORT SITE

Members of the Subcommittee on Aviation:

Thank you for the opportunity to offer written and oral testimony in support of the selection of Gary, Indiana as the site for the third regional airport for the Chicago Metropolitan area. The conduct of this Congressional hearing allows me the opportunity to speak to the advantages offered by this site which are quite far reaching. Hopefully, my testimony will provide insightful information which will assist you in your deliberations on this issue.

The Bi-State Commission study process, as you are well aware, has been underway for over a year now. The study has as its ultimate objective the selection of the most appropriate site for new airport development in this area. Several sites are in competition for selection, but when the study process has been completed, only one will survive.

When the study process has been completed, it is my belief that it will be found that the Gary site has the best location. Just 30 minutes from downtown Chicago, the Gary site is closer to many Chicagoeans than is O'Hare Airport. Excellent uncongested access is available via I-90 for Illinois residents: I-65 will provide a direct route to the site for the thousands of Northwest Indiana citizens who will utilize a regional airport at Gary as a much preferred alternative to O'Hare and Midway. The Gary site, perhaps better than any other site currently under consideration, is the best of all worlds for a critical market segment of airport users in both Illinois and Indiana is reached because of site proximity.

When the study process has been completed, it is my belief that it will be found that the Gary site has appropriate acreage for expansion. Like Midway, the Gary Airport sits on almost 700 acres of land currently. Unlike Midway, however, its existing facilities are underutilized. And unlike Midway, the Gary Airport is not landlocked. A

regional airport at Gary could make immediate use of existing facilities, which include a terminal building. And the existing site, which is surrounded by acres of vacant land, could be expanded to at least 3500 acres without negatively impacting a single household, a single neighborhood. There has been much discussion of late on the impact that expansion of the airport would have on Gary residents. It is important to remember that these discussions have occurred in a vacuum for no determination has been made as to the size necessary for a third regional airport. It is also important to remember that as originally contemplated, the third regional airport was to supplement rather than replace existing airport facilities. The Gary site has sufficient acreage to do this without supplanting either O'Hare or Midway. At this very moment, the Gary Airport has the capability of supporting over 200,000 air operations as compared to O'Hare's over 600,000 operations. If the third regional airport designation is granted, this ability will increase significantly. Clearly, the Gary site is fully capable of helping the Chicagoland area to remain the major air transportation hub in the U.S. The study will conclude that an investment in Gary is a wise investment.

When the study process is completed, I believe it will be found that of all sites, the Gary site offers the most opportunity for economic impact. While the City of Gary is in the process of attempting to spur an economic renaissance, and is experiencing some success in this area, joblessness and underemployment are still critical problems. A regional airport at Gary has the potential of creating 100,000 jobs, four times the number provided by the City's previous largest employer, the USX Corporation, at its height of employment. Such a spur to the economic recovery of the city would bring much needed diversification and prosperity.

When the study process is completed, I believe that it will be found that the Gary site has the most public support. While there are pockets of dissent, generally, the citizenry of Northwest Indiana, indeed, many citizens of Chicago, support Gary as a regional airport site. The support is broad-based: labor, industry, civic organizations, average citizens. All say the way to turn Gary around, the way to help all of Northwest Indiana, is to support a regional airport at Gary.

The support is not just vocal; financial support is promised as well. Notwithstanding the flavor of recent publicity, our state government is committed to Gary's

airport. A $500,000 appropriation was just made for improvements at the airport and an application for more funding from the State is currently pending. If selected by the Bi-State Commission, I fully expect the Gary site to receive 100% support on all levels from our state government.

When the study process is completed, it is my belief that it will be found that the Gary site has the requisite existing infrastructure, accessibility, proximity, acreage, public support and economic impact to support its selection as the best site for a third regional airport. When the study process is completed, only one site will survive. That site will be Gary.

TESTIMONY
OF
JAMES A. FITCH
before the
U.S. House of Representatives
Committee on Public Works and Transportation
Subcommittee on Aviation

Calumet City, Illinois
June 11, 1990

Thank you, Mr. Chairman, and members of the Committee. My name is James A. Fitch. I am Chairman of Advance Bancorp, South Chicago Bank, and Advance Federal Bank for Savings, financial institutions operating on the Southeast Side of Chicago and in Chicago's southern suburbs. I am also President of the Southeast Chicago Development Commission. I am here tonight, as a private citizen who has spent his entire adult life on the Southeast Side of Chicago, to speak in favor of the Lake Calumet area as the site for a major new airport for the Northern Illinois - Northwest Indiana region.

The Southeast Chicago Development Commission has been working diligently for years to revitalize the economy of the Lake Calumet area. Unfortunately, we have not met with success.

Once, the Lake Calumet area was the economic dynamo of the Chicago metropolitan region. Thousands of area residents worked in its steel mills and factories. Jobs were plentiful, the pay was good, and the benefits of the economic activity of the area's industry were felt throughout the Northern Illinois - Northwest Indiana region.

In the Seventies, the economy, and particularly heavy industry, fell on hard times. Factories closed, businesses were shuttered, and thousands were laid off. From 1972 to 1985, as total employment in the Chicago metropolitan area rose 10 percent, total employment in the Lake Calumet area declined more than 36 percent. Our area was particularly hard hit when one of its largest employers, Wisconsin Steel, closed its doors in 1980.

Since that time, the people of the Lake Calumet region have received promises -- promises that this factory would reopen, or that a new industrial initiative would be made on that site. But promises -- empty promises -- have been all that the people have received. In my work as President of the Southeast Chicago Development Commission, I have heard these promises, and seen the failures, first-hand.

When industry closed, it left behind thousands of workers without work, families without income. People who had worked for years, families who had worked for generations, in the same plant,

were suddenly forced to take lower-paying jobs, in some cases more than one job, just to make ends meet. Many simply left -- from 1970 to 1989, the population of the Lake Calumet area declined nearly 15 percent, while the six-county Chicago metropolitan area's population increased nearly six percent. But this was not the only legacy left by industry.

More than a century of industrial activity in the Lake Calumet area has left behind a land which is highly contaminated with industrial wastes and by-products. Much of the land around here was built up on the dumping of slag and fly ash into the marshes. And the landfills and waste disposal sites that sprang up during the period of industrialization have left the area pocked with mountains of trash.

Today, the Lake Calumet area is home to 43 CERCLIS sites, sites identified by the U.S. EPA as contaminated enough to be potential Superfund sites. But none of these sites can qualify as Superfund sites, since the ground water is not used for drinking. As a consequence, funding for cleanup of these sites is not available.

The severely degraded environmental condition of the area has killed more than one economic development initiative. In the early 1980s, the Southeast Chicago Development Commission was working to bring the 1992 World's Fair to Lake Calumet. Everyone agreed that the large areas of open land and the accessibility of the area to transportation made it a prime candidate, on paper, for the Fair. But when Fair planners and investors came out to inspect the site, and saw the landfills and learned about the contamination of the area, they quickly backed away.

Subsequently, we tried to persuade the World's Fair backers to put the Fair at the former site of the U.S. Steel South Works. But the perception of the area as depressed and contaminated killed the prospects for the Fair.

In the mid-1980s, Mayor Washington convened a Task Force on Steel and the Southeast Side. The Task Force looked into possibilities for economic development in the wake of industry's departure from the Lake Calumet area. One of the key recommendations of the Task Force was the development of a cargo airport in the region. But that was as far as it went. Once the Task Force made its recommendation, there was no interest on the part of the City or anyone else in funding any further feasibility studies to develop this concept.

Most recently, a recycling center was proposed at the site of the old Wisconsin Steel plant. This site, once the workplace of a large segment of our community, has sat vacant for ten years. But the purported toxic condition of the property has prevented the plan from going forward.

A major factor in blocking economic initiatives in this area is the enormous liability potential for owners of contaminated land. Failed businesses find that they cannot find buyers for their land because of these problems. And because these failed businesses cannot afford to clean up their land, the land sits vacant, unused, and still contaminated. And neither government nor any new ventures to date have been willing to assume the cost of cleaning up the mess.

Let me correct that. One plan has surfaced which would provide both the initiative and the funding for the environmental cleanup that the area needs to spur economic development. That is Mayor Daley's proposal for a Lake Calumet Airport.

The Lake Calumet Airport would not only provide more jobs and larger economic benefits than any other site, but it would afford the opportunity to do a comprehensive environmental cleanup of the area. Many proposals for environmental improvement for the Lake Calumet area have been floated before -- proposals to create greenways and nature preserves around the area's wetlands -- but none had the identifiable funding sources needed to make the proposals into reality. The Lake Calumet Airport proposal has both the plan and the funding sources to make the plan credible.

The Lake Calumet area is made up of many once-proud -- still-proud -- communities. These communities have suffered under the weight of a declining industrial employment base, rising unemployment, and long-standing environmental contamination which threatens not only health, but prospects for redevelopment. No other proposal, in the many years I have been active in this community, has come forward with realistic prospects to address all these issues.

Without the airport at Lake Calumet, this area may well continue its decline, as the people gradually move away to areas offering better job prospects, leaving behind only the empty shells of once-bustling factories, and the scorched earth on which they stand.

The residents of these communities deserve better. They deserve good paying jobs and environmental improvement. The Lake Calumet Airport represents certainly the best -- and perhaps the only -- hope for the future viability of these communities.

Thank you again for the opportunity to address you this evening.

TESTIMONY OF ROBERT B. GLADE
CHAIRMAN OF THE AIRPORT 2000 COMMITTEE
KANKAKEE COUNTY, ILLINOIS

TO

THE HOUSE OF REPRESENTATIVES, COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION - AVIATION SUBCOMMITTEE

MONDAY, JUNE 11, 1990

THORNTON FRACTIONAL NORTH HIGH SCHOOL AUDITORIUM
755 PULASKI ROAD, CALUMET CITY, ILLINOIS

Mr. Chairman and Members of the Committee.

Introduction

I am pleased to be here tonight to speak of the benefits of siting Chicagoland's third major airport in Kankakee County, Illinois. My name is Robert Glade and I am Chairman of the Airport 2000 Action Committee.

The Airport 2000 Committee is a broad cross-section of people from Kankakee County and surrounding areas representing business, labor, government, education, elected officials and concerned citizens united together to build the third major airport in Northwest Kankakee and Southwest Will Counties.

The proposed Kankakee County site is strategically located 45 miles southwest of downtown Chicago and is bordered by Interstates

(Highways) 55 to the west; 80 to the north; and 57 to the east. This sparsely populated agricultural area presents an ideal location for a major new airport. Not only is the site easily accessible to the metropolitan Chicago area and surrounded by a network of Interstate Highways, but it is also free of any major environmental problems, it is located well outside the established flight patterns of O' Hare and Midway airports, and most important, It is strongly supported by an overwhelming majority of Kankakee County residents.

PUBLIC SUPPORT

In November of 1988, the voters of our county went to the polls in a public referendum and voted on siting the airport in Kankakee County. The totals were:

29,524	Votes
20,354	Yes
9,170	No

Nearly 70% of the voting public in the 1988 referendum said YES to locating the new airport in Kankakee County. Mr. Chairman, make no mistake, the citizens of Kankakee County are on record in support of the third major airport in our community.

As part of my testimony, I have included the official vote totals. To me this is profoundly significant. The people have spoken -- and gentlemen, I don't have to explain to you how important it is

to have broad public support for a public works/transportation project of this magnitude.

These vote totals represent vast, bipartisan support in Kankakee County. But we at Airport 2000 have not stopped there. We have resolutions of support from townships, other counties, cities, villages, school districts, labor and civic organizations. In total - over 50 units of government have endorsed the Kankakee County site (see list attached). These are not simply emotional responses to the potential for jobs. It goes much deeper than that. People want to make a difference, they recognize an urgent transportation need and they are willing to work and sacrifice to see it happen.

The Kankakee County Board, by a vote of 25 to 1, endorsed the concept of a Northwestern Kankakee County Airport site. The Chairmen of the Republican and Democratic Parties in Kankakee County signed a joint resolution in support of this concept.

We did not just happen upon this site by chance. From the very beginning, we recognized that for a site to be politically and technically acceptable, it must meet the following criteria:

Item #1. **Safety** - The site must be inherently safe to accommodate commercial aviation.

Item #2. **Density** - We demanded a sparsely populated area to eliminate any major obstacles for development.

Item #3 **Environment** - We wanted a site which was environmentally sound and which would create the least environmental impact.

Item #4 **Urban Impact** - The site must have no adverse effect on existing towns, villages, or surrounding communities.

Item #5 **Adequate Space** - The site must encompass approximately 40,000 acres for the airport and surrounding environs -- free of major development and able to provide maximum noise protection.

Item #6 **Access** - The site must have good access to ground and rail transportation. And,

Item #7 **It must be buildable!** - In other words, public support was essential!

The site chosen after a thorough evaluation was an area in Northwestern Kankakee County, along the Southern Will County line. And, we are confident that this site stands-up to our seven stringent criteria.

We prepared a presentation complete with a new east/west highway corridor parallel to I-80, connecting I-55 to I-57, and terminating at I-65 in the State of Indiana running along the Will County line.

We presented our ideas to State Senator Jerry Joyce, several mayors

in the immediate area, the Kankakee County Board and numerous local and State officials seeking their opinion. In all instances we received overwhelming support.

We travelled to Washington, D.C. and presented our program to Congressman Ed Madigan (R-Il), representative of the 15th Congressional District where the site is located. After careful review and due consideration he publicly endorsed the proposed Kankakee County site. While three of the Illinois sites are in his congressional district, Congressman Madigan continues to publicly support the Northwest Kankakee County location.

Congressman Sangmeister has given his support for the Kankakee County site principally because of the significant positive impact that it will have on Will County. State Representative Philip Novak (D-Kankakee) and State Representative Jerry Weller (R-Morris) have also publicly supported our site.

Local support is a critical element to locating an airport in any region.

With our nation's airports nearing capacity, there are few options left in urbanized centers. There is the chance that some of the proposed sites will become unavailable as metropolitan development spreads. Something needs to be done now, and we feel that we are in a position to make it happen.

We do not want, nor expect, to reduce the volume of traffic from O'Hare or Midway - we simply want the overflow. We want to supplement the Crown Jewel - O'Hare and her sister airport - Midway.

LOCATION

There is a consensus among many people that an airport is needed and that it is needed now. In fact, in an article on airport capacity written over a year ago in Crain's Chicago Business, Robert Crandall, Chairman of American Airlines, said, "It seems clear that something decisive needs to be done in Chicago right now!" The crucial question is - where?

Sociologists and planners tell us that growth will occur between the airport location and the nearby urban center. If this is true - the significant growth would occur between the Northwestern Kankakee County site and the City of Chicago, making Will County in Illinois and Lake County in Indiana the principal beneficiaries of economic development.

Currently, people that live on the south and southwest sides of the City of Chicago and those that live in northwest Indiana are forced onto the congested thoroughfares and tollroads to reach Midway and/or O'Hare. This highway system is already at or nearing capacity. The urbanized centers of our nation are facing motor vehicle and aviation gridlock. To site a new airport too close to

an urban center and within the established flight paths of existing airport facilities would not appear to represent good planning judgement.

People will want to drive OUT of congestion to get to the airport.

AIRSPACE

The Kankakee site has been considered the frontrunner by many experts with respect to airspace since a Peat Marwick study was conducted several years ago. According to the study:

The Kankakee site has 50% more arrival and departure air traffic corridor alternatives, or fixes, than the Peotone, the Bi-state, or the Gary sites.

The Kankakee site will be an asset to the entire air traffic system.

The Kankakee site will lead to a more efficient flow of air traffic in the Chicago area. And,

The Kankakee site will help facilitate the workload of the Chicago Center and the O'Hare TRACON.

LAND USE

With 40,000 acres of agricultural land, we can create a buffer zone

to ensure that there will be controlled growth and development. This kind of approach simply cannot be realized at the more urbanized locations.

There are no towns or villages effected and there would be minimal relocations. In fact, many from the agriculture community would still be able to farm their land.

Because our site will impact so few people and because of the strong local support and airspace advantage, Kankakee County should be brought to the forefront as the only site in Illinois that can stand up to the scrutiny necessary to satisfy the aviation demands of the future.

Secretary Skinner said it best, "You can't afford to wait. You are a failure as a public official or airport operator if you don't deal with the problems of capacity in your area. You are shortchanging your constituents, you are shortchanging the people that rely on you as public servants and you are deteriorating the economic community in which you live and from which you receive your living."

Mr. Chairman, airport capacity in Chicago is being stretched to the limits. Few people disagree with the need for a third airport. As the Chairman of American Airlines said, "something decisive needs to be done in Chicago right now." That's why the Kankakee site

makes sense. Not only are we strategically located in terms of flight paths and ground access, but we have no major environmental problems or development obstacles -- and because we enjoy such broad public support, we could begin construction quickly.

Thank you for the opportunity to present this testimony. This concludes my formal remarks. I would be happy to answer any questions.

RESOLUTIONS PASSED IN SUPPORT OF A KANKAKEE COUNTY 3RD MAJOR AIRPORT

WILL & KANKAKEE COUNTIES UNITS OF GOVERNMENT

Village of Chebanse
City of Momence
Village of Herscher
Village of Sun River Terrace
Pilot Township
Village of Aroma Park
Village of Manteno
Village of Reddick
Aroma Park Township
Ganeer Township
Kankakee County
City of Kankakee
Kankakee Township
Village of Bradley
Village of Bourbonnais
Bourbonnais Township
Village of Grant Park
Limestone Township
Village of Essex
Essex Township
Village of St. Anne
St. Anne Township
Momence Township
Village of Cabery
Village of Hopkins Park
Sumner Township
Village of Buckingham
Village of Union Hill
Village of Bonfield
Pembroke Township
Yellowhead Township
Monee Village
City of Lockport
City of Crest Hill
Township of Joliet

Township of Lockport
City of Joliet
vnship of Plainfield
Village of Channahon
City of Wilmington
Monee Township
Village of Mokena

UNITS OF GOVERNMENT OUTSIDE OF WILL & KANKAKEE CO'S.

Village of Cissna Park
City of Watseka
City of Braceville
Village of Diamond
Village of Milford
Village of Dwight
City of Paxton
Village of Coal City
City of Aurora
Kendall County
Village of Oswego
Manteno Township

RESOLUTIONS PASSED BY CHAMBERS OF COMMERCE

Manteno Chamber
Bourbonnais Chamber
Bradley Association of Commerce and Industry
Kankakee Area Chamber of Commerce
(Forest Area Chamber of Commerce
Momence Chamber of Commerce
Joliet Chamber of Commerce, Leg. Affairs Comm.

RESOLUTIONS PASSED BY SERVICE CLUBS

Kiwanis Club
Exchange Club
Rotary Club
Kankakee Elks Lodge #627
Kankakee Lions Club

LETTERS OF SUPPORT FROM BUSINESS AND INDUSTRY

Miles Laboratories Inc.
Meadowview Bank
Power Packaging
The Quaker Oats Co.
Rh 'de Medical Center (Board of Directors)
St. Mary's Hospital (Board of Directors)
Sun Chemical Corporation

RESOLUTIONS PASSED BY SCHOOL DISTRICTS

Kankakee Community College Board of Trustees

Kankakee School District #111

Bradley - Bourbonnais Community High School District #307

Herscher Community Unit School District #2

Bishop McNamara High School Board of Education

Bradley Elementary School District #61

Kankakee Crea Career Center

RESOLUTIONS PASSED BY BUSINESS & INDUSTRIAL COUNCILS

Kankakee County Economic Development Council

Kankakee County Convention & Visitors Association

Kankakee & Iriquois Counties Building & Construction Trades Council

National Elect. Contractors Association (Eastern Illinois Chapter)

Home Builders Association of Kankakee

Kankakee County Crime Stoppers, Inc. (Board of Directors)

Kankakee Federation of Labor (AFL-CIO)

Carpenter's Local #496, Kankakee County

Plumbers & Pipefitters Local #383, Kank. & Iriquois Counties

Kankakee County Board of Realtors

Kankakee County Democratic Central Comittee

Kankakee County Republican Central Comittee

Kankakee County Labor Management Association

Kankakee County Mayors Association

Kankakee Neighborhood Housing Association

IBEW Local #176

Labor's Local #751

Kankakee Chapter Illinois Society of Professional Engineers

Contractor's Association of Will & Grundy County

Three River's Construction Alliance of Joliet

Will - Grundy Control Trades & Labor Council AFL - CIO

Bd. of Directors of the Joliet/ Will Co. Center of Economic Development

Lockport Area Development Commission

RESOLUTIONS PASSED BY PARK DISTRICTS

Kankakee Valley Park District

Bourbonnais Township Park District

RESOLUTIONS PASSED BY TOWNSHIP HIGHWAY COMMISSIONERS

Kankakee Township (Darwin Jaenicke)

St. Anne Township (Bernie Lavoie)

RESOLUTIONS PASSED BY KANKAKEE COUNTY CENTRAL COMMITTEE

Republican Central Committee - Thomas J. Ryan

Democratic Central Committee - J. Philip Novak

TESTIMONY OF ROBERT L. DONAHUE BEFORE THE UNITED STATES CONGRESS--HOUSE SUB-COMMITTEE ON AVIATION--MONDAY JUNE 11, 1990--THORNTON FRACTIONAL NORTH HIGH SCHOOL AUDITORIUM, 755 PULASKI ROAD, CALUMET CITY, IL.

Mr. Chairman and Members of the Committee:

It is a pleasure to appear before you this evening and to have the opportunity of sharing with you some thoughts on the approach and method of contributing to the enhancement of airport capacity and access to the air transportation system in the great Chicago Metropolitan Area. You and your committee members are well aware of the capacity constraints that are affecting the lives of millions of Americans and of many of our foreign visitors as they are subjected to air traffic delays in at least twenty-two of our major metropolitan areas in the United States. You may also be aware that I had the privilege of serving as the Federal Aviation Administration, Associate Administrator for Airports in Washington for approximately four years until my esignation August 25, 1989. In that capacity, one area of ay responsibility was the Airport Capacity Program Office which was under the able direction of Mr. James Smith. Prior to my service with the FAA, I was the Director of the Illinois Department of Transportation, Division of Aeronautics during the period from March 1979 until November 1985.

There is virtually unanimous agreement within the aviation industry, as well as within the Congress, that there is an immediate need to resolve the airport capacity crisis. The elements of that resolution are twofold, both intricately intertwined and inseparable. They are the modernization of Air Traffic Control in the airspace and the expansion of existing airports, where feasible, and the development of new airports. New airports must be located geographically to meet the demands of the traveling public and to enhance the capacity of the national system. They must also be developed to the highest state of current airport standards and to meet the operational and performance requirements of the next generation of aircraft. Major airframe manufacturers, both domestic and foreign, have plans on their drawing boards for new technology

aircraft that can be produced within the next twenty to twenty five years but will be unable to safely utilize the majority of the existing airports worldwide. Imagine airplanes with 290 foot wingspans. Others that are 300 feet in length. Aircraft that will be powered with very sophisticated fuels, such as the cryogenics, requiring special storage and handling. These and other technological advances will occur just as surely as we advanced from Kitty Hawk to the Concorde. And we must plan airport development to meet the challenges of the future as well as the needs of today. The major items to be considered are: environmental; land availability and location; current and future market demand; surface transportation infrastructure, planned or existing; airspace compatability; cost versus public benefit and very importantly, public acceptance of the development of a major airport in their neighborhood.

I strongly recommend that any new primary airport built in proximity to Metropolitan Chicago should be developed on at least 40,000 acres. The new Denver Airport, which will serve a smaller metropolitan market than Chicago, is under construction on approximately 35,000 acres. It is interesting to note that in 1959, Chicago Midway Airport on 620 acres was the busiest airport in the world. Soon after the end of the Second World War, the City of Chicago and its planners began the development of O'Hare International on more than 7500 acres. There was much media criticism of Chicago for building an airport so far out that no one could find it. Yet, O'Hare in 1968 handled almost twice as many passengers as Midway handled in 1959. Consider the Dallas/Ft. Worth Airport (DFW) built on 16,000 acres in 1974 which is now one of the five busiest in the United States and has reached near saturation with only limited expansion potential. When opened in 1974, the airport was nearly surrounded by vacant land. Today, a mere 16 years later, available land for development is at a premium. And, the DFW experience is repeated in nearly every major metropolitan area of the United States, for example, Boston, New York, Atlanta, Miami, St. Louis, Los Angeles and San Francisco, just to name a few.

40,000 acres of land will permit the design of an airport which will provide environmental protection to the surrounding population by assuring that all noise levels above 65 LDn is contained within the airport boundary. Any changes in land use zoning by any political jurisdiction lying outside of the airport boundaries will be compatible

with the airport and will not interfere with the quiet enjoyment of private property.

A new airport in proximity to the Chicago Metropolitan Area must provide maximum access to the national and international air transportaion system. The location must not impose further constraints on the Chicago Terminal Control Area (TCA) If located within or on the border of the TCA, constraints will occur despite any procedural changes introduced by FAA Air Traffic Control. With all of our scientific advances, we have not yet developed procedures that will permit two airframes to occupy the same airspace at the same time.

Of the several sites under consideration, only the Kankakee site meets all of the criteria which I have outlined in this presentation. Located approximately 40 miles south of the Central Business District of Chicago, the site has a population base of over 3.5 million. Yet, it is relatively free of any residential, commercial or industrial development. It is the only site, to my knowledge, located in close proximity to a major metropolitan area in the United States, that can be developed into a major primary airport with minimal disruption and relocation of families and industry.

Mr. Glade has provided the committee with detailed data regarding the General Election of November 1988 wherein the voters of Kankakee County were asked to consider a referendum which proposed the development of a major airport in the county. More than sixty-five percent of the voters in that election supported the proposition. To my knowledge, that constituent support for airport development was without precedent, except for the vote in Adams County, Colorado in May 1988, when the voters agreed to the disconnection of the site for the proposed new Denver Airport from Adams County and its annexation to the County of Denver. Subsequently, the voters of Denver County in May of 1989 voted to build the airport. One other vote for a new airport development was approved by the voters of Austin, TX in November 1987. However, both the Denver and Austin voting involved the closure of the existing primary airport in those localities, Stapleton and Robert Mueller respectively.

The Kankakee site has excellent ground access. It is adjacent to Interstate 57 and US Highways 45 and 52. It lies approximately 19 miles south of the I-57 intersection with I-80. I-80 intersects with I-55, I-65, I-94, I-294 and I-394 in relatively close proximity to the I-57

intersection. In addition, there is the potential for high speed rail connecting the site to the Chicago Loop. The Illinois Central Railroad right of way, which parallels I-57 at the site, runs in a direct line to the Loop and the last 32 miles, from Stunkel Road into the city, are without a grade crossing. This rail feature is unique in the United States and affords the first and most viable opportunity for high speed rail development in a congested metropolitan area.

The Great Lakes Regional Office of the FAA in October 1987 published an airspace analysis entitled *CHICAGO AIR CARRIER AIRPORT CAPACITY STUDY("THIRD AIRPORT" STUDY)* The study contained a boundary map which outlined the center and terminal airspace within which the development of a "third airport" would impact on operations in the Chicago area. Kankakee is outside of that defined airspace.

Granted, the FAA can revise Air Traffic Control procedures to accommodate traffic within a given area. However, the airspace within a TCA is finite and therefore can only accommodate aircraft operations to the point of saturation and no more. As pointed out earlier in my testimony, science has not yet determined how two bodies can occupy the same space at the same time.

In closing let me say for the record that I do not oppose any site presently being considered for development of a new primary airport to serve Chicago and the world. I urge however, that any site to be considered should meet the criteria which I have outlined in this testimony and that criteria should be adopted as a Policy Statement by the Bi-State Policy Committee. A selection process has been initiated which I have consistently supported as I do today. I do not disagree with Mayor Daley that a new airport will be needed in the Chicago area in twenty years to satisfy demand. I trust that he will not disagree with me if I modify his statement by adding that a new airport is needed today and another will be needed in twenty years.

Mr. Chairman that concludes my prepared remarks. I thank you for the privelege of appearing before you and this committee. I would be pleased to respond to any of your questions.

Thank you distinguished members of the panel and especially Congressman Sangmeister for the opportunity to speak in opposition to the Third Airport proposal specifically sited in Rockville Township.

My name is Carol Henrichs. I have been studying this project for approximately two years. I am the Executive Director and one of the Founding Members of RURAL (Residents United to Retain Agricultural Land), a not-for-profit corporation formed to bring information about this proposal to the people. We have since broadened our efforts to include other environmental issues, however, the third airport still remains our top priority.

I have been asked to speak in opposition to the Kankakee Site, yet please understand that RURAL's opposition is not limited to that location. It is inclusive of all of the "greenfield" sites that would displace prime farmland for its construction.

Our opposition began with The Airport Capacity Study by Peat Marwick, and Main. It is our feeling that had the entire airport capacity of the region been examined fully and without bias, the report would never have continued past page 1. There, Peat Marwick cited reasons that the proposed third airport was not built 20 years ago, such as: high costs, environmental concerns, and the energy crisis - factors that have only worsened today.

Yet, in spite of those facts, the Peat Marwick Report continued, being the ONLY report, that we know of, indicating a need for a third airport. It is noteworthy to add that the pages of concerns and criticisms of the study by members of its own Technical Committee were merely overlooked by the Policy Committee when they accepted the report. We feel that the Committee erred and the Study should have never continued.

Of all of the sites recommended, we believe that the Kankakee site is a prescription for failure. Its distance of nearly 60 miles from the Metropolitan Center, makes it too remote to be viable. Much can be learned from Dulles International, serving Washington, D.C. It took Dulles 20 years to develop. The reason - it was 27 miles from Washington, D.C., just half the distance of the Kankakee Site to Chicago, its population center.

Proponents of this site appear to believe that with good planning this site will be different. Even under ideal circumstances, which this project nor this site can boast, that is a pipedream! O'Hare was planned and still has caused numerous problems that remain unsolved by planning

The site that O'Hare was built in is similar to this area, but with two vital differences. It was only 15 miles from Chicago, and it was THE primary airport serving the region. We believe that good planning can be conceived with a dream, but must be built on actuality. The future should be planned by learning from present realities as well as past mistakes.

The distance from the metropolitan center is one of the best reasons to dismiss the Kankakee Site. TAMS predicted that future air traffic will consist of primarily commuter traffic. Large airports could become obsolete in this case. We also believe that the majority of the travelers in the region are businessmen from Chicago and the north and west suburbs.

Furthermore, the Kankakee Site is not in Kankakee, a fact which many people are unaware of. The site is [illegible] Township, a small community of farm families whose economy of life is reliant upon the land. It is more than just their home. Many of these families have grown food for the world on some of the best farmland in the nation for hundreds of years. Their heritage lies in that ground as well as their children's birthright. The people of Rockville and their local township government oppose the airport. We consider it to be immoral to tell them to give up their homes, their livelihood, and everything they know for an airport that is not even a proven necessity.

Another vital reason to refrain from building an airport in the Kankakee Site is the environmental concerns. We feel they are insurmountable. The splendor and pride of the cleanest river in the State of Illinois, the Kankakee River and all of its tributaries must be protected from endangerment. It provides clean, fresh, drinking water to many area communities. It is the life source of many biotic and aquatic species. Recreational activities in parts of the Kankakee River are paramount to the overall economy of the region that is dependent on a clean river. I would never profess to speak more eloquently about the biodiversity of the Kankakee River than the words spoken by river expert Ed Mullady at the Environmental Scoping Session for the Illinois-Indiana Regional Airport Study less than a month ago. That information shall be included with my testimony.

The Political Support in the region is said to be strong. We believe that just the opposite is true. Senator Joyce, although attempting to begin a Kankakee Valley Airport Authority through the legislature has said little about the airport since he received hundreds of letters from his constituents who oppose it. Representatives Weller and Novak have done little more than give verbal support. Congressmen Madigan and Sangmeister supported the concept, but again, are not working for it. When two U.S. Congressmen endorse an international airport site, did it make front page headlines in the Chicago newspapers? No, the site is just too far away.

The only one that really is working for the airport is Mr. Glade, the chairman of the Greater Kankakee Valley Airport Authority. He began Airport 2000, whose members are mostly businessmen who follow Glade's lead by merely listening, not learning. Glade has consistently discussed a small supplemental airport to serve Kankakee County, even claiming that if Chicago wins the airport struggle, he can still have one. TAMS is studying an international airport that could accommodate Supersonic aircraft. We have never seen Glade at any of the airport meetings. In fact, none of the political leaders, or government officials have ever attended those Technical, Citizen, or Policy committee meetings, except for Senator Aldo DeAngelis, a member of the Policy Committee.

Glade and Airport 2000 boast support by many small municipalities. It has been pointed out to me personally by many communities that the resolution of support first signed was in support of the study, not the airport itself, a fact never clarified by proponents but used to mislead the people.

The advisory referendum in Kankakee County in 1988 is another fallacy. Yes, it appeared then that the support was stronger than the opposition. However, Sangmeister was correct when he pointed out then, that not enough information was available to the people. Through education, countless people have changed their opinion. The referendum in 1988 never was an accurate measure of the feelings of the people. Not only was the voter turnout very low, but Government should represent each and every man, woman, and child in their district whether they choose to exercise their right to vote or not. The referendum, the only basis for support of this site is old, outdated, and unreliable information.

One of the saddest things about this project, is the deep division that has fractured the confidence of the people with their government leaders. A trust has been broken and it may never be repaired.

Perhaps if a need existed for this proposal, or there really was a strong base of people that wanted and worked for it, or there were truly more people flying than ever before, or if air travel was the mode of the future for short distance transportation, or if,...well.

Maybe then we could look at this proposal a little differently, but there has been no proven need for this airport.

We believe that another airport to serve the Chicago Metropolitan Region is excessive at best and unnecessary. However, RURAL recognizes the fact that Politics has entered the arena. The writing appears to be on the wall, making us see that a third airport will indeed be built.

The only justification that can come from this proposal, lies in righting some of the wrong that has already been done. If an airport is going to be built, it must serve the population center. It must remain a viable transportation undertaking, rather than a tool for economic development. The only logical place for a third airport is where infrastructure already exists, originating passengers are readily available, and needed jobs can be filled. It must be near a population center not Kankakee County or any other greenfield site.

TESTIMONY OF
REPRESENTATIVE JIM JONTZ
5TH DISTRICT, INDIANA

Before the

SUBCOMMITTEE ON AVIATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

JUNE 11, 1990

Thank you, Mr. Chairman, for allowing me this opportunity to testify before you this evening. I very much appreciate the Subcommittee taking the time to come here and learn first hand about the various proposals for a third Chicago-area airport. With me this evening to testify about the proposed Newton County, Indiana, site is Ann Carpenter, Executive Director of Airport Indiana.

My purpose tonight is to introduce the members of the Subcommittee to the proposed Colfax Township, Newton County, Indiana, airport site, a site which I believe has not received the attention it deserves.

By now most parties agree that there is a need for a third Chicago-area airport although of course there are many views about which site would be best. I am not here, however, to argue the relative merits of the various sites but, rather, to let you know that a potentially viable third airport site exists in Newton County, Indiana. I believe that it is in everyone's best interests to give full consideration to all potential sites.

You may be aware that the original site selection study conducted by Peat Marwick did briefly consider a Newton County site but did not include it in the four sites recommended for further study. I believe that the earlier elimination of a Newton County site was based on inaccurate and incomplete information, and had the original study been more thorough, the viability of a Newton County site would have been recognized.

Fortunately, Airport Indiana and the other advocates of a Newton County airport including the Newton County Commissioners believed so strongly in the merits of this site that they commissioned their own feasibility study. This study, completed just last month, was funded one-half by the State of Indiana and one-half by funds raised locally from private sources. I believe that this study prepared by Beam, Longest & Neff, Inc. argues persuasively for the viability of the Colfax Township site.

The Newton County site encompasses some 30 square miles in Colfax Township. The site is approximately 60 miles south-southeast of the Chicago loop about 8 miles east of the Indiana-Illinois state line. Today the site is almost entirely agricultural land with intermittent woody vegetation. This land is also exceptionally flat displaying a topographical variation of only 15 feet across the entire site.

The Newton County site would be accessible to and from Chicago both by road and by rail. Interstate 65 passes one-half mile to

the east of the site, and the CSX rail line used by Amtrak for its Indianapolis/Chicago route lies less than a mile to the northeast. As an alternate route, U.S. 41, a four lane divided highway, is located 6 miles west of Colfax Township.

The proposed 30 square mile site includes only 91 separate parcels of land owned by 48 property owners, the majority of whom have expressed support for the project. There are no cities, towns, or villages in Colfax Township; neither are there any industrial sites. The township is predominantly devoted to agriculture, and the homes in Colfax Township are mainly single family rural residences.

Another plus for the Newton County site proposal would be the minimal intersection the airport would have with Midway and O'Hare airspace and with their approach and departure flight patterns.

The Beam, Longest & Neff study concludes that "(the) location of Colfax Township, the general characteristics, the available resources (labor, accessibility) in the surrounding communities, and the potential for economic growth makes this site ideal for the proposed project."

Mr. Chairman, I think it should also be noted that the Newton County site proposal enjoys substantial local support. Forty-

seven local governing bodies and governmental agencies from Newton and the surrounding Indiana counties as well as many civic associations have passed resolutions of support for the airport.

I have conducted a survey of my constituents asking their preferences for the location of a third airport, and the Newton County site is their clear choice. Out of 4,108 responses I received from Lake, Porter, Jasper, and Newton Counties, 40% preferred the Newton County site to the Bi-State site, the Gary site, an Illinois site, or a no airport alternative. From Jasper and Newton Counties, over 61% of the respondents preferred the Newton County site.

Last year, in line with the wishes of my constituents, I wrote to the Site Selection and Master Plan Study Policy Committee asking that the Bi-State site be dropped from their study because of a lack of public support. The Bi-State site actually polled lower than the no airport alternative in my survey. I felt at that time that a Newton County site would be more appropriate for the committee to study than the Bi-State site; however, I did not make that recommendation then because the Beam, Longest & Neff study was in progress.

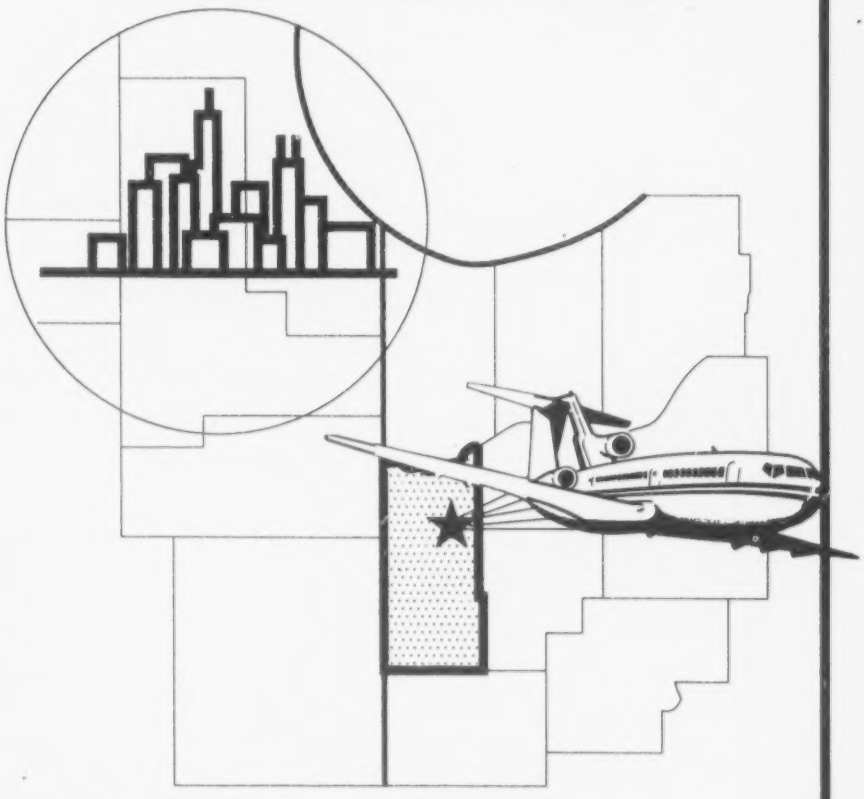
This May, upon the completion of that study, I wrote to Secretary of Transportation Skinner asking his support for the inclusion of the Newton County site in the study being conducted by the Site Selection and Master Plan Study Policy Committee. Secretary

Skinner was proposing that the Lake Calumet airport site proposed by the City of Chicago should be included in the current study rather than pursuing a separate study and master plan process for that site. I told Mr. Skinner that I appreciated the logic that, if the Chicago site was to be considered, it should be done under the auspices of the ongoing study. I understand that an agreement has now been reached to include the Lake Calumet site.

It seems to me only reasonable that, if the bi-state study is to be extended to include this new proposal, it should also include other developed proposals for a third airport site such as the Newton County site.

Thank you again, Mr. Chairman, for providing me this opportunity to testify.

Feasibility Study For A Chicago Area Regional Airport in Newton County, Indiana



Prepared For:

State of Indiana
Evan Bayh, Governor

Board of Newton County
Commissioners

Airport Indiana, Inc.

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April, 1990

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GENERAL ASSUMPTIONS

1. Newton County is well situated with respect to minimal conflict with approach and/or departure flight patterns at O'Hare and Midway Airports.

2. Midway Airport will not be considered as having an impact on the need for a 3rd Chicago area airport. Rather, it will reach a capacity of 5 million enplaned passengers annually in the year 2020 and remain at that level into the future (Ref. -1-).

3. General aviation airports surrounding Newton County which will be affected by the new airport can be successfully integrated into the overall airspace of the area.

4. Airlines will agree to full and unrestricted domestic operations at the new airport.

5. All international operations will remain at O'Hare.

6. Connecting passengers will comprise 50% of total enplanements at the new airport, just as at O'Hare.

FOREWORD

For over 20 years, the Federal Aviation Administration (FAA) has recognized a need for a 3rd Chicago airport.

While many relevant modifications have extended the capacity of O'Hare International Airport (ORD), it appears that a flight operations capacity to be reached in the next decade will prevent any further expansion of that large facility.

Thus it appears the ability for existing facilities to meet future needs has run out, and a new (3rd) airport must be located and brought on-line prior to the year 2000. The major question is where to locate this new airport. It must meet many demands, from environmental concerns to surface linkage with surrounding areas through adequate highway and mass transit infrastructures, to the ability to actually provide a satisfactory alternative to air passengers who, up to now, would have used O'Hare Airport.

At its inauguration, and well into the future, the 3rd Chicago airport must maintain a fine operational balance, allowing O'Hare to serve the number of air travelers equal to its design capacity, yet attracting all passenger demand in excess of that capacity.

This study examines the feasibility of locating the 3rd Chicago area airport in Newton County, Indiana.

SUMMARY

If located in Newton County, this airport can be expected to serve a minimum of 2,300,000 enplaning passengers in its first year of operation, predicted to be 2000, but it could be in operation by 1998. A marketing effort by this airport could result in increased passenger loads as well as air cargo activity.

The site is primarily composed of agricultural land requiring intensive irrigation. No major environmental obstacles to the construction of the airport could be located. A preliminary assessment revealed 91 parcels and 48 owners in this 30 square mile (19,200 acre) area.

To serve the initial predicted passenger loads, an airport facility with two runways, a 220,000 SF passenger terminal with 42 gates and associated infrastructure should be constructed. The year 2000 construction cost is estimated to be $609,300,000.

Local political support is very strong. More than 60 local public agencies have endorsed this site.

Being located some 60 miles south-southeast from downtown Chicago presents some very large pluses and minuses insofar as this site becoming a truly viable 3rd Chicago airport.

Among the strong attributes are:

1. The ability to be environmentally sound for flora, fauna, and people. The sparse population and agricultural nature of the area provides a "made to order" environment and the opportunity for local governmental regulation to preserve a quality of airport environment often discussed, but seldom actually implemented because of the usually close proximity of airports to population centers.

2. This site presents a geographic center for a vast "new" air service area outside greater Chicago. This new area is mostly agricultural in nature and with few exceptions sparsely populated. However, the area does exist, is not well served by any existing commercial airports, and is ripe for growth of whatever socio-economic nature may be envisioned by those politically empowered to influence such things.

3. Study results indicate that with the passenger enplanements forecast from the local area plus those from southern Cook and Will Counties, the site is well situated to become a very viable airport.

4. The distance separating Newton County from O'Hare and Midway Airports is expected to be sufficient to provide a very minimal interaction with the approach and departure patterns of those airports even with a suspected prevailing wind from 315 degrees.

5. The existing I-65, running north-south along the eastern border of the airport, provides an excellent highway linkage to points north and south of the airport. Some additional improvements to the highway infrastructure within the region (predominantly to the west and northwest) need to be made to provide the overall accessibility expected of, and required by, a "large hub" airport.

6. An opportunity exists, in conjunction with the West Lake County Transportation Corridor, to develop a mandatory rail link to downtown Chicago.

7. From a standpoint of cargo operations, this site is ideally suited to hubbing activities of a major package express company, and at least two such carriers have expressed interest in further discussions as airport plans progress.

SECTION I

FORECASTS

SECTION I

FORECASTS

ENPLANED PASSENGER FORECASTS

Forecast figures which appear in the PMM report entitled "Chicago Airport Capacity Study", completed in 10/88 (Ref1-1), with regard to total Chicago area enplanements through the year 2020, have been adopted herein as completely reasonable. It should also be noted that the FAA has concurred with those figures.

Further, the Midway/Meigs Airport enplanement forecasts for the same time span have also been adopted.

Our O'Hare (ORD) enplanement forecasts have departed somewhat from (Ref.-1-) in that aircraft size and load factors reflect our best judgement of future growth at O'Hare. The net affect of these size and load factors, given an annual commercial aircraft operations cap of 825,000, it to produce an estimate of "overflow passengers" which must be accommodated at a 3rd Chicago area airport.

Table I-A shows a completion of pertinent data from the year 1986 (actual) to the forecast year 2020.

FORECAST AIRCRAFT MIX AND LOAD FACTORS

Initially, the average size of aircraft serving the new facility can be expected to be smaller than the average size serving O'Hare. However, as time progresses and airlines and passengers become familiar with the new airport, the average size of aircraft serving the two airports should become more nearly equal, comparing domestic operations only. (Aircraft used in international service are larger and account for the overall larger average size of aircraft serving O'Hare.)

Load factors, on the other hand, should and indeed must, from an economics standpoint, remain essentially the same at the new airport in Newton County as at O'Hare.

Table I-B shows the forecast aircraft mix at Newton County for the opening year (2000), the design year (2010), and the expansion year (2020). Table I-C shows the inter-relation of aircraft mix and load factors as they bear on the number of commercial aircraft operations at the new airport.

TABLE I-A

FORECAST ANNUAL ENPLANED PASSENGERS
GREATER CHICAGO AREA

TIME SPAN: 1986-2020

	Actual	Forecast		
	1986**	2000	2010	2020
Total Chicago Area Annual Enpl Pax (000's)	26,493	45,000	55,000	65,000
O'Hare Internat'l Airport Annual Enpl. Pax (000's)	24,794	39,500	43,000	46,300
Commercial Aircraft Ops.	685,546	825,000	825,000	825,000
Seats per Aircraft	142	165	174	181
Load Factor	51	58	60	62
Enpl. Pax/Departure	72	96	104	112
Midway & Meigs Airports Annual Enpl. Pax (000's)	1,699	3,200	4,200	5,000
O'Hare Overflow to 3rd Chicago Area Airport Annual Enpl. Pax (000's)	--	2,300	7,800	13,700

**FAA Airport Activity Stats. - 1986 (Ref-6-)

TABLE I-B

FORECAST AIRCRAFT MIX AT NEWTON COUNTY (3RD CHICAGO AREA) AIRPORT

YEARS 2000-2020

Typical Aircraft (Current Types) Type	Seats	Percent of Type by Year 2000		2010		2020	
B-747	386	-		-		2	%
L-1011	270	4		7		8	
DC-10	260	3	14%	5	22%	5	27%
A-300	250	3		4		4	
B-767	230	4		6		8	
B-757	186	17		20		22	
MD-80	140	15	62%	13	62%	10	59%
B-727 (200)	136	8		7		5	
B-737 (300)	128	22		22		22	
Dash 8(300)	50	4		5		6	
Dash 8	32	11	24%	7	16%	5	14%
Emb Bandeir	17	9		4		3	
TOTAL %		100		100		100	
Average Seats/Aircraft		134		154		166	

TABLE I-C

FORECAST ANNUAL ENPLANED PASSENGERS
GREATER CHICAGO AREA
INCLUDING 3RD AIRPORT AT NEWTON COUNTY

TIME SPAN: 2000-2020

	(Ref.)	FORECAST		
	1986 **	2000	2010	2020
Midway & Meigs Airports Annual Enpl. Pax (000's)	1,699	3,200	4,200	5,000
O'Hare Internat'l Airport Annual Enpl. Pax (000's)	24,794	39,500*	43,000	46,300
Total Chicago Area Annual Enpl. Pax (000's)	26,493	45,000	55,000	65,000
Commercial Aircraft Ops.	685,546	825,000	825,000	825,000
Seats Per Aircraft	142	165	174	181
Load Factor	51	58	60	62
Enpl. Pax/Departure	72	96	104	112
Newton County Airport (3rd Chicago Area Airport) Annual Enpl. Pax (000's)	--	2,300 *	7,800	13,700
Commercial Aircraft Ops.		59,200	168,800	266,200
Seats Per Aircraft		134	154	166
Load Factor		58	60	62
Enpl. Pax/Departure		78	92	103

* Sum approximate projection of FAA Forrecasts, FY 1988-1999 (Ref-5-)

** FAA Airport Activity Stats. - 1986, (Ref-6-)

FORECAST OF PASSENGER GEOGRAPHICAL DISTRIBUTION

This forecast is based upon population, and its accessibility to the O'Hare and the proposed Newton County airports.

The areas lying within a fifty (50) mile radius of each airport have been adjudged as the major service area of each respective airport, contributing an estimated 90% of all service area origination and destination (O & D) passengers. Outside of these areas, potential airline passengers will either; (1) fall within the 10% not accounted for within the area; (2) use another, more convenient, small "commuter" airport, and thus most probably become a connecting passenger at one of the Chicago airports; or, (3) use another large commercial airport.

Table I-D shows the current and forecast population estimates for all Illinois and Indiana counties lying within the major service area of the two airports. Data input has been supplied by various sources as foot-noted in the table. We have also adjusted forecasts of those counties surrounding the proposed new airport site to reflect expected growth due to employment at the airport.

Conversely, we have made no attempt to forecast overall population growth or shifts which are inevitable with the inception of a facility of this magnitude.

Table I-E shows the population estimated as falling within the O'Hare Airport major service area, from the year 1986 to the year 2020, assuming no impact from a 3rd Chicago area airport.

Table I-F shows the population estimated as falling within the Newton County Airport major service area, for the year 1986 to the year 2020, assuming that the O'Hare service area is not penetrated, and that the area within a 30 mile radius of South Bend, Indiana is excluded. It is argued that the South Bend Airport would better serve the latter area.

Figure I-1 depicts geographically the major airport service areas within which the population estimates of preceding Tables I-E and I-F are contained.

TABLE I-D
POPULATION ESTIMATES OF THOSE COUNTIES DIRECTLY RELATED TO PASSENGER ENPLANEMENTS AT O'HARE AND A 3RD CHICAGO AREA AIRPORT LOCATED IN NEWTON COUNTY, INDIANA

	COUNTY	STATE	% CHANGE from '80	--- NO. OF PEOPLE (1000'S) --- 1986	2000	2010	2020
				*ACTUAL	--	**PROJECTED	--
	Benton	IN	-	10	10	9.8	10.1
	Carroll	IN	-3.1	19.5	19.5	20	20.5
	Cass	IN	-3.0	39.7	40.8	41.9	42.9
	Fulton	IN	-3.2	18.7	19.2	19.7	20.2
#	Jasper	IN	-	26	31.8	39	45.2
#	Lake	IN	-6.0	492	474	461	460
	Laporte	IN	-2.4	106	99.4	96.9	96.0
	Marshall	IN	+5.5	41.3	46.3	48.6	51.0
#	Newton	IN	-6.0	14.0	17.6	24.1	30.7
	Porter	IN	+2.7	123	134	138	139
	Pulaski	IN	-	13.0	14.7	15.2	15.7
	Starke	IN	-2.5	21.4	21.2	21.2	21.2
	Tippecanoe	IN	+2.2	124	124	133	143
	Warren	IN	-5.1	8.5	8.4	8.5	9.0
	White	IN	-2.4	23.0	22.6	22.2	21.9
TOTAL		IN		1080	1092	1105	1126
	Cook	IL	+0.8	5298	5419	5505	5591
	Dekalb	IL	-	74.1	74.4	74.8	75.2
	DuPage	IL	+10.4	728	870	971	1072
	Ford	IL	-3.2	14.8	14.3	14.0	13.7
	Grundy	IL	+3.7	31.7	32.4	33.0	33.5
#	Iroquois	IL	-3.2	31.9	30.9	34.0	38.0
	Kane	IL	+9.9	306	381	434	487
#	Kankakee	IL	-4.8	98.0	94.8	100	105
	Kendall	IL	-0.2	37.1	37.3	37.4	37.5
	Lake	IL	+9.0	480	550	599	649
	McHenry	IL	+9.8	162	197	222	247
	Vermilion	IL	-4.1	91.3	86.6	83.2	79.8
	Will	IL	+4.3	338	404	450	497
TOTAL		IL		7691	8192	8557	8925

Notes: * 1986 Actual figures as well as % change from '80 from Ref.-2-

** Basic projections for INDIANA population derived from Ref.-3-

** Basic projections for ILLINOIS population derived from Ref.-4-, with interpolation and extrapolation

# Indicates those county populations which have been altered to indicate positive growth due to new airport employment

TABLE I-E
CHICAGO O'HARE AIRPORT AREA POPULATION ASSOCIATED WITH 90% OF ENPLANEMENTS - ASSUMING NO DIVERSIONS TO A 3RD AIRPORT*

COUNTY	STATE	% OF POP.	--- No. of People (1000's) --- 1986	2000	2010	2020
Cook	IL	100	5298	5419	5505	5591
Dekalb	IL	66	48.9	49.1	49.4	49.6
DuPage	IL	100	728	870	971	1072
Grundy	IL	37	11.7	12.0	12.2	12.4
Kane	IL	100	306	381	434	487
Kankakee	IL	25	24.5	23.7	25.0	26.3
Kendall	IL	100	37.1	37.3	37.4	37.5
Lake	IL	100	480	550	599	649
McHenry	IL	100	162	197	222	247
Will	IL	100	338	404	450	497
Lake	IN	75	369	356	346	345
Porter	IN	33	40.6	44.2	45.5	45.9
Total Population			7844	8343	8697	9060
Total Households **			2905	3090	3221	3355

* Based on distance and estimated travel time to airport.
** Households in this geographical area are comprised of approximately 2.7 people.

TABLE I-F
NEWTON COUNTY AIRPORT AREA POPULATION ASSOCIATED WITH 90% OF ENPLANEMENTS - ASSUMING NO DIVERSIONS FROM O'HARE

County	State	% of Pop.	--- No. of People (1000's) --- 1986 (ref)	2000	2010	2020
Benton	IN	100	10	10	9.8	10.1
Carrol	IN	50	9.5	9.8	10	10.3
Cass	IN	33	13.1	13.5	13.8	14.1
Fulton	IN	25	4.7	4.8	4.9	5
Jasper	IN	100	26	31.8	39	45.2
Lake	IN	25	123	118	115	115
Laporte	IN	25	26.5	24.9	24.2	24.0
Marshall	IN	20	8.3	9.3	9.7	10.2
Newton	IN	100	14.0	17.6	24.1	30.7
Porter	IN	67	82.4	89.6	92.1	92.9
Pulaski	IN	100	13.0	14.7	15.2	15.7
Starke	IN	50	10.7	10.6	10.6	10.6
Tippecanoe	IN	50	62.2	66.3	69.6	71.3
Warren	IN	75	6.4	6.4	6.4	6.7
White	IN	100	23.0	22.6	22.2	21.9
Ford	IL	20	3.0	2.9	2.8	2.7
Iroquois	IL	75	23.9	23.2	25.5	28.5
Kankakee	IL	75	73.5	71.1	75.0	78.8
Vermilion	IL	25	22.8	21.7	20.8	20.0
Total Population			556	569	591	614
Total Households **			206	211	219	227

* Based on distance and estimated travel time to airport.
** Households in this geographical area are comprised of approximately 2.7 people.

FIGURE 1. Geographic areas directly associated with passenger enplanements at O'Hare and Newton County airports - with no divergence in population airport of choice (O'Hare maintains its original major service area).

DIVERSION OF PASSENGERS FROM O'HARE AIRPORT TO NEWTON COUNTY AIRPORT

Considering actual distance and estimated travel time/convenience to/from each airport, we have established a "median" line extending from the intersection of the O'Hare and Newton County Airport 50 mile radii to a point defined as the intersection of the Illinois/Indiana state border line at Lake Michigan. The area between this line and the perimeter of the O'Hare 50 mile radius is denoted as the "Divertable Area", and is portrayed in Figure I-2.

This is the area from within which passengers can be reasonably expected to divert their airport of choice from O'Hare to Newton County. An estimate of the population contained within the divertable area is shown in Table I-G. Tables G-1 and G-2 indicate population figures associated with the two airports, assuming no diversions and maximum diversions, respectively.

Tables I-H and I-I show the populations, by county, estimated as falling within the O'Hare and Newton County Airport major service areas respectively, assuming that the entire population of the divertable area was shifted to Newton County commencing in the year 2000.

DERIVATION OF PASSENGER ENPLANEMENTS FROM ASSOCIATED POPULATION

Historic and projected passenger enplanements are graphically plotted in Figure 3, both for the total United States and for Chicago's O'Hare Airport.

Table I-J compares United States and Chicago statistics regarding population and commercial airline passenger enplanements for the year 1986 and for the forecast years 2000 through 2020. While the population associated with O'Hare in relation to the United States population is projected to remain fairly constant (between 3.24 and 3.33 percent) over the time span, the passenger enplanements at O'Hare in relation to total United States enplanements are forecast to decline from 5.8% in 1986 to 4.5% in 2020. Nonetheless, the total number of passengers enplaned at O'Hare will grow from 24.8 million in 1986 to 60 million in 2020. The ratio of enplanements to population, both for O'Hare and for the total United States is significant in converting population figures to enplaned passenger forecasts.

Table I-K provides the enplaned passenger derivation associated with populations within the O'Hare Geographical Service Area, the Newton County Geographical Service Area, and the Divertable Service Area, each area described in previous sections herein. The enplanements/population ratios are shown and elaborated upon briefly in the footnotes of the table.

Table I-L shows the forecast geographic area association of enplaning passengers at O'Hare and Newton County Airports for the forecast years 2000 - 2020. Divertable geographic area enplanements have been apportioned in the years 2000 and 2010 to maintain O'Hare activity at its design capacity. In the year 2020, with the entire divertable area assigned to Newton County, there will still be an overload in excess of 2.5 million enplaning passengers at O'Hare. Figure I-4 graphically displays the figures presented in Table I-L.

FIGURE I-2. Geographic areas directly associated with passenger enplanements at O'Hare and Newton County Airports - with anticipated divergence in population airport of choice.

TABLE I-G
ESTIMATE OF POPULATION DIVERTABLE FROM O'HARE AIRPORT ASSOCIATION TO NEWTON COUNTY AIRPORT ASSOCIATION

COUNTY	STATE	% OF POP.	POPULATION (000'S) 2000	2010	2020
Cook	IL	13	704	716	727
Kankakee	IL	25	23.7	25.1	26.3
Will	IL	33	133	149	164
Lake	IN	75	356	346	345
Porter	IN	33	44.1	45.4	45.8
TOTAL			1261	1282	1308

POPULATION (IN 000'S) ASSOCIATED WITH EACH AIRPORT - WITHOUT DIVERSION (SEE TABLES I-E & I-F)

AIRPORT AREA	2000 Pop.	(%)	2010 Pop.	(%)	2020 Pop.	(%)
O'Hare	8343	(93.6)	8697	(93.6)	9060	(93.7)
Newton County	569	(6.4)	591	(6.4)	614	(6.3)
TOTAL	8912	(100)	9288	(100)	9674	(100)

POPULATION (IN 000'S) ASSOCIATED WITH EACH AIRPORT - ASSUMING MAX. DIVERSIONS (SEE TABLES I-H & I-I)

AIRPORT AREA	2000 Pop.	(%)	2010 Pop.	(%)	2020 Pop.	(%)
O'Hare	7082	(79.5)	7415	(79.8)	7752	(80.1)
Newton County	1830	(20.5)	1873	(20.2)	1922	(19.9)
TOTAL	8912	(100)	9288	(100)	9674	(100)

% = Percent of Total (Combined) Areas

TABLE I-H
O'HARE AIRPORT AREA POPULATION ASSOCIATED WITH PASSENGER ENPLANEMENTS - ASSUMING DIVERSIONS TO A 3RD AIRPORT*

COUNTY	STATE	% OF POP.	--- NO. OF PEOPLE (1000'S) ---			
			1986 (ref)	2000	2010	2020
Cook	IL	100 (87)	5298	4715	4789	4864
Dekalb	IL	66	48.9	49.1	49.4	49.6
DuPage	IL	100	728	870	971	1072
Grundy	IL	37	11.7	12.0	12.2	12.4
Kane	IL	100	306	381	434	487
Kankakee	IL	25 (0)	24.5	0	0	0
Kendall	IL	100	37.1	37.3	37.4	37.5
Lake	IL	100	480	550	599	649
McHenry	IL	100	162	197	222	247
Will	IL	100 (67)	338	271	301	333
Lake	IN	75 (0)	369	0	0	0
Porter	IN	33 (0)	40.6	0	0	0
Total Population			7844	7082	7415	7752
Total Households **			2905	2623	2746	2871

* Based on distance and ease of travel to airports, and some highway improvements.
** Households in this geographical area are comprised of approximately 2.7 people.

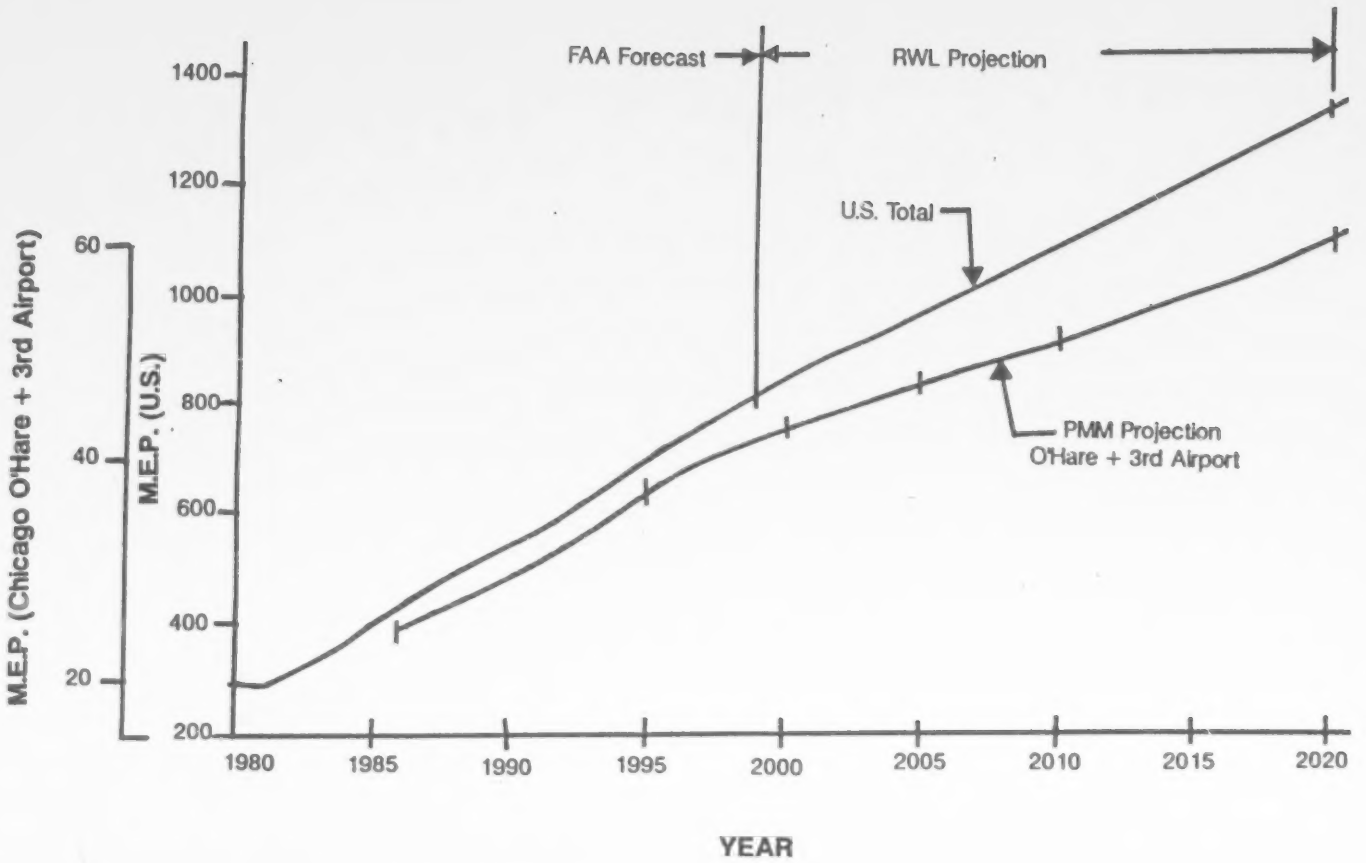
TABLE I-I

NEWTON COUNTY AIRPORT AREA POPULATION ASSOCIATED WITH PASSENGER ENPLANEMENTS - ASSUMING DIVERSION FROM O'HARE*

COUNTY	STATE	% OF POP.	--- NO. OF PEOPLE (1000'S) ---			
			1986 (ref)	2000	2010	2020
Benton	IN	100	10	10	9.8	10.1
Carroll	IN	50	9.5	9.8	10	10.3
Cass	IN	33	13.1	13.5	13.8	14.2
Fulton	IN	25	4.7	4.8	4.9	5
Jasper	IN	100	26	31.7	39	45.2
Lake	IN	25 (100)	123	474	461	460
Laporte	IN	25	26.5	24.9	24.2	24.0
Marshall	IN	20	8.3	9.3	9.7	10.2
Newton	IN	100	14.0	17.6	24.1	30.7
Porter	IN	67 (100)	82.4	134	138	139
Pulaski	IN	100	13.0	14.7	15.2	15.7
Starke	IN	50	10.7	10.6	10.6	10.6
Tippecanoe	IN	50	62.2	66.3	69.6	71.3
Warren	IN	75	6.4	6.4	6.4	6.7
White	IN	100	23.0	22.6	22.2	21.9
Cook	IL	0 (13)	0	704	716	727
Ford	IL	20	3.0	2.9	2.8	2.7
Iroquois	IL	75	23.9	23.2	25.5	28.5
Kankakee	IL	75 (100)	73.5	94.8	100	105
Vermilion	IL	25	22.8	21.7	20.8	20.0
Will	IL	0 (33)	0	133	149	164
Total Population			556	1830	1873	1922
Total Households **			206	678	694	712

* Based on distance and ease of travel to airports, and some highway improvements

** Households in this geographical area are comprised of approximately 2.7 people.



FIGUP I-3 - Historic/Projected Passenger Enplanements - Chicago & Total U.S.

TABLE I-J
COMPILATION OF STATISTICAL DATA REGARDING CHICAGO AREA AND UNITED STATES POPULATION AND PASSENGER ENPLANEMENTS
(All population and enplanement figures are in millions)

Item	Year 1986	2000	2010	2020
a. U.S. Population	242	268	282	295
b. Chicago's O'Hare Population	7.84	8.91	9.29	9.67
c. Enplaned Passengers, U.S.	429	815	1086	1328
d. Enplaned Passengers, O'Hare	24.8	41.8	50.8	60.0
e. O'Hare/U.S. Enplanements (%)	5.8	5.1	4.7	4.5
f. O'Hare/U.S. Population (%)	3.24	3.33	3.29	3.28
g. U.S. Enplanements/ U.S. Population	1.8	3.0	3.8	4.5
h. O'Hare Enplanements/ O'Hare Population	3.2	4.7	5.5	6.2

NOTE: The O'Hare population figures presented herein refer solely to that population directly associated with passenger enplanements at O'Hare Airport in 1986, and O'Hare plus Newton County Airports in subsequent years (see Tables I-E & I-F)

The enplaning passenger overload condition anticipated to occur at O'Hare by the year 2020 can be remedied for the short term future by either; (1) employing the rapid rail system discussed in Section 3 hereof - to divert upwards of an additional 5 million O & D passengers from O'Hare to Newton County; or, (2) scheduling more "connecting" flights through Newton County instead of O'Hare, thereby shifting enplaning passenger loads by the appropriate amount.

A few points to be remembered regarding the methodology used herein, whereby population areas have been associated with passenger enplanements and vice-versa:

(1) For statistical purposes, this approach is accepted practice. While it is macro in nature, it is valid because of the large numbers of population involved. It is yet more valid in today's society wherein the propensity to travel is no longer heavily biased in favor of any occupation, age group, sex, or race.

(2) Although the enplanements/population ratios shown in Table I-J (Items g and h) may look high, we must recall that they represent all passenger enplanements, not just originations.

If we then recall that 50% of O'Hare and Newton County enplaning passengers are assumed to be "connections", and if we further assume that up to 25% of originating passengers are in fact "visitors" to the area (information received from a confidential major airline source) departing for home, then we find that only approximately 25% of the figures shown in Table I-J (Item h) represent actual trip originations undertaken by local area residents (e.g., The number of trips, or flight originations, forecast for each member of the population living within the Newton County geographic area in the year 2010 is 0.96, or less than 1 trip per each man, woman, and child. A very reasonable, if not conservative, estimate.)

EMPLOYMENT FORECAST

We have conservatively estimated a need for one (1) airport employee per each 1,000 annual enplaned passengers.

It is usually safe to say that each of these employees will in turn generate a need for another three workers, either indirect or induced, in the immediate geographic area. We have further estimated that approximately 50% of those employees directly/indirectly related to airport operations would relocate to the area immediately surrounding the new airport. Population projections have been adjusted throughout this study to reflect this anticipated local growth.

The number of employees, both direct and indirect, as well as the related population growth in the local area based upon annual passenger enplanements is as shown below.

	Year		
	2000	2010	2020
a. Annual Enpl. Pax. (000's)	2,300	7,800	13,700
b. Direct Employees	2,300	7,800	13,700
c. Indirect/Induced Employees	6,900	23,400	41,100
d. Population Growth Expected ((b. + c.) x 0.5 x 2.7*))	12,400	42,100	74,000

*Average household comprised of 2.7 people.

TABLE I-K

POSSIBLE GEOGRAPHIC ASSOCIATION OF ENPLANING PASSENGERS BY AIRPORT, BY YEAR
(Population and Enplaned Pax Figures in 000's)

	Year		
	2000	2010	2020
Pop. - O'Hare Geograph. Area (From Table I-H)	7,082	7,415	7,752
Multiplier* (From Table I-J)	4.8	5.58	6.3
O'Hare Enpl Pax	33,994	41,376	48,840
Pop. - Newton Co. Geo. Area (From Table I-F)	569	591	614
Multiplier* (From Table I-J)	3.08	3.84	4.75
Newton County Enpl Pax	1,753	2,270	2,920
Pop. - Divertable Geo. Area (From Table I-G)	1,261	1,282	1,308
Multiplier* (From Table I-J)	4.8	5.58	6.3
Divertable Enpl Pax (Can associate with either AP)	6,053	7,154	8,240

*Multipliers have been weighted to favor enplanements/population within the existing O'Hare geographic area at slightly above the combined area average. The Newton County multiplier, contrarily, has been weighted only slightly above the U.S. average because of the predominantly agricultural nature of this area, and its need to adjust to the close proximity of a major airport.

TABLE I-L
FORECAST GEOGRAPHIC ASSOCIATION OF ENPLANING PASSENGERS
BY AIRPORT, BY YEAR - MAINTAINING O'HARE AT MAX CAPACITY
(Population and Enplaned Pax figs. in 000's)

	Year		
	2000	2010	2020
TOT O'HARE PAX ENPLANEMENTS (From Table I-C)	39,500	43,000	46,300
PAX ENPL FROM O'HARE GEO. AREA (From Table I-K)	33,994	41,376	48,840*
PAX ENPL FROM DIVERTABLE AREA (From Table I-K)	5,506	1,624	--
TOT NEWTON CO. PAX ENPLANEMENTS (From Table I-C)	2,300	7,800	13,700
PAX ENPL FROM NEWTON CO. GEO. AREA (From Table I-K)	1,753	2,270	2,920
PAX ENPL FROM DIVERTABLE AREA (From Table I-K)	547	5,530	8,240
PAX ENPL FROM ELSEWHERE	--	--	2,540*
TOTAL PAX ENPL - BOTH AIRPORTS (Also from Table I-C)	41,800	50,800	60,000

*A means must be found to divert 2,540,000 Pax enplanements from the otherwise undivertable O'Hare geographic area (see text).

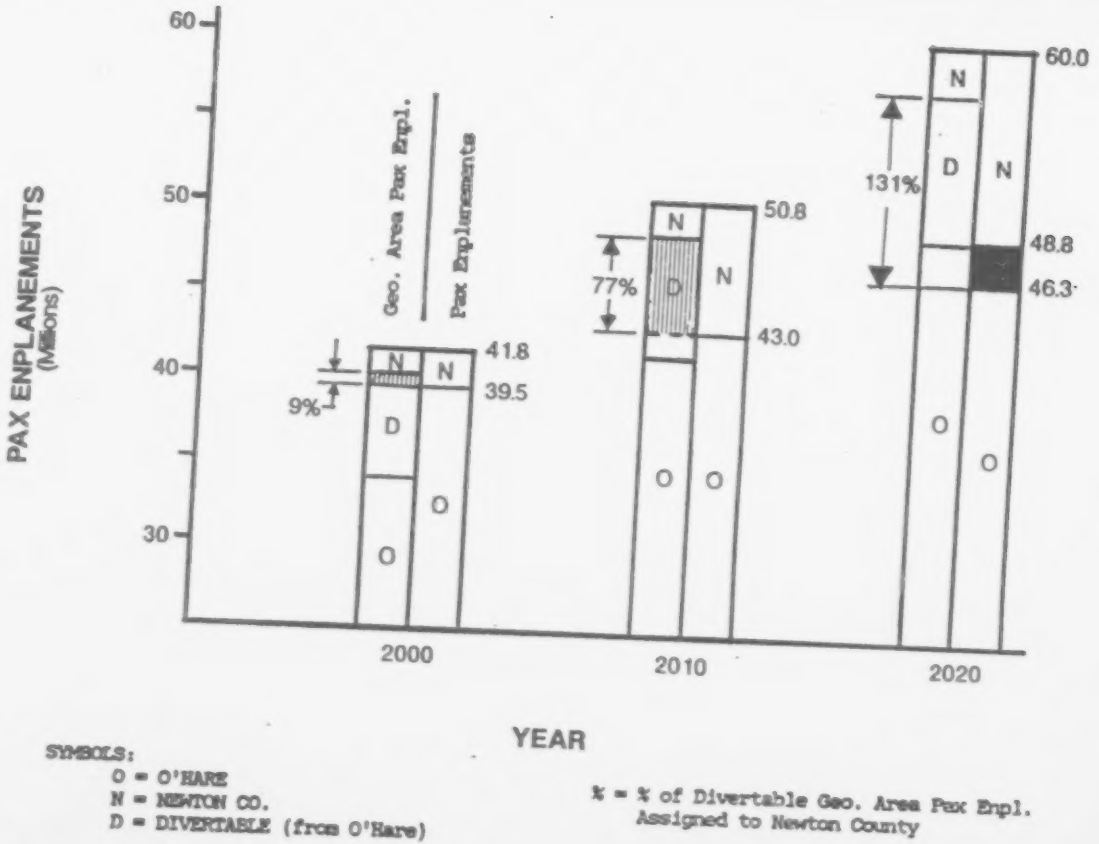


FIGURE I-4. Passenger enplanements compared to their geographical association at O'Hare and Newton County Airports.

SECTION II

DEMAND ANALYSIS

SECTION II

DEMAND ANALYSIS

PEAK MONTH, AVERAGE DAY, PEAK HOUR PASSENGER LOADS AND AIRCRAFT OPERATIONS

These statistics are rather universally accepted as the "design capacity" which an airport must support with no disruption to normal passenger processing and aircraft handling.

It has been determined empirically by the FAA, airlines and others that there are percentages which can be applied to annual projections (forecasts) of passengers and flights that will produce an acceptable range of PkMo, AvDay, PkHr figures for use in sizing airport facilities.

For the purpose of this study we have used our best judgement in selecting "average" percentage factors, since high range/low range would only hasten or postpone, by some finite period of time, that which is inevitable, but not alter conclusions.

Shown below are the PkMo, AvDay, PkHr passenger enplanements and flight departures derived for the design years indicated.

TABLE II-A

	Year		
	2000	2010	2020
Annual Enpl Pax (000's)	2,300	7,800	13,700
Pk Hr Enpl Factor	.034%	.033%	.032%
Peak Hour Enpl Pax	782	2574	4384
Annual Flight Departures	29,600	84,400	133,100
Divided by 365			
Avg. Daily Flight Dept.	81	231	364
Pk Hr Flight Dept. Factor	.029%	.029%	.029%
Peak Hour Flight Departures	9	25	39

GATE REQUIREMENTS

In Table II-B we have projected a typical peak hour aircraft mix, based on the typical aircraft mix shown in Section I - Table I-B and the peak hour flight departures shown in Table I-A above. The mix set forth would provide a peak hour load factor approximately 5% above average.

Considering such a mix of aircraft as appear in the year 2010 and 2020 we can project a need for gates. Keeping in mind that we expect service to this airport by six or seven major carriers, and considering their desire to market through gate exposure to the public and not withstanding that there will no doubt be some high utilization "hubbing" activity, we have selected a quantity of gates based on a 5x utilization of 75% of the gates, and a 9x utilization (maximum possible) of 25% of the gates. Gate requirements considered and selected are shown in Table II-C.

MODE OF SURFACE TRANSPORTATION - AIRLINE PASSENGER CHOICES

Considering the initially rural location of this site, and the distance an airline passenger must travel to/from a point of destination/origin, this airport might be compared to Dulles International some 20 years ago insofar as means of surface travel.

Various forms of mass transit such as bus, limo, and rapid rail should be expected to account for the bulk of surface transportation, with rental cars in second place, and private automobiles a distant last. We can expect a breakdown, percentage-wise to look as follows:

Bus/Limo/Rail/Other Forms of Mass Transit -----	40%
Rental Car ----------	33%
Auto (parked) ----------	22%
Auto (drop-off) ----------	5%

TABLE II-B

PEAK HOUR AIRCRAFT MIX - NEWTON COUNTY AIRPORT

TYPE AIRCRAFT	SEATS/ AIRCRAFT	Year 2000		2010		2020	
		TOTAL QUANTITY					
		A/C	SEATS	A/C	SEATS	A/C	SEATS
B-747	386	-	-	-	-	1	386
L-1011	270	1	270	2	540	3	810
DC-10	260	-	-	1	260	2	520
A-300	250	1	250	1	250	2	500
B-767	230	-	-	2	460	3	690
B-757	186	2	372	4	744	8	1488
MD-80	140	-	-	3	420	4	560
B-727 (200)	136	-	-	3	408	3	408
B-737 (300)	128	2	256	5	640	7	896
Dash 8 (300)	50	1	50	2	100	3	150
Dash 8	32	1	32	2	64	3	96
Emb Bandeir	17	1	17	-	-	-	-
TOTALS		9	1247	25	3886	39	6504

TABLE II-C

GATE REQUIREMENTS - NEWTON COUNTY AIRPORT

Year	Avg. Daily Flights	UTILIZATION 5x	RWL *	6x	9x
2000	81	16	15	14	9
2010	231	46	42	39	26
2020	364	73	65	61	41

*Assumes 7 major carriers, with 2 performing "hubbing" operations.

SECTION III

AIRPORT FACILITY REQUIREMENTS

SECTION III

AIRPORT FACILITY REQUIREMENTS

RUNWAYS

Until the year 2010, assuming no more than 50 operations will be encountered during the peak hour, one main runway with a length of 9,500 feet will be required. The length is predicated on a B-727(200) take-off on a 1,900 mile flight, with a full passenger load, on a hot summer day (Ref. -8-).

A cross-wind runway will almost assuredly be necessary, based on an examination of other airports in Illinois and Indiana, and its length should be approximately 7,500 feet.

Provision should be made from the outset for a second runway, parallel to the first main runway and separated therefrom by a minimum of 4,300 feet, centerline to centerline. This runway should be planned for a length of not less than 7,500 feet, and should be constructed for use as air traffic approaches the operational capacity (estimated at 50 operations - takeoffs and/or landings - per hour) of the first runway.

The width of runways should be conservatively estimated at 200 feet.

TAXIWAYS

Each runway will require an adjacent inner taxiway running its entire length, with at least three turn-offs from the main runway, and two from the cross-wind.

The width of the taxiways should be conservatively estimated at 100 feet.

AIRCRAFT APRON AREA

The aircraft apron area surrounding the terminal complex on the airfield side (airside) should include an inherent 2nd taxiway on its outer side to facilitate lateral aircraft movement. Apron sizing for this airport, excluding the above mentioned taxiway, and using a weighted average of 7,600 S.Y. per gate, is estimated as follows:

Year 2000 - Not considered (initial construction should meet the requirements of the year 2010).

Year 2010 - 320,000 S.Y. (for 42 gates)

Year 2020 - 494,000 S.Y. (for 65 gates)

This paving will provide for two-way aircraft traffic access to and from all gates positions.

AIRCRAFT PAVING CONSIDERATIONS

Maximum loads to be sustained are imposed by 430,000 pound gross weight aircraft supported on a pair of dual tandem main landing gear.

INSTALLATION OF LANDING/NAVIGATIONAL AIDES

It should be assumed that the airfield will be outfitted with all the latest available equipment.

TERMINAL SIZING

For the purpose of this study we have done a gross sizing approximation which involved comparing, then averaging, two separate and distinct methodologies. PMM, ref. -1-, uses a standard of 21,000 S.F. per gate, ignoring small aircraft gates. RMP, ref. -9-, uses a developed set of curves which, given annual passenger enplanements produces a range of terminal sizings per gate.

The resultant average, with which we feel quite comfortable, is as shown below:

Year 2000	220,000 S.F.
Year 2010	800,000 S.F.
Year 2020	1,290,000 S.F.

This space is all inclusive for airlines, concessions, public facilities, circulation, etc.

CURB FRONTAGE

Utilizing the surface transportation split shown in Section 2, page II-2, curb frontage requirements have been developed as shown below.

Year 2000	Not considered (initial construction should meet requirements of the year 2010).
Year 2010	Enplaning curb - 340 feet Deplaning curb - 930 feet

Year 2020 — Enplaning curb - 580 feet
Deplaning curb - 1580 feet (a dual curb required)

AIR FREIGHT FACILITY REQUIREMENTS

There appears to be an excellent market for top-off freight in the Chicago area. If we can use the historic value of 50% of total freight carried is carried as passenger aircraft belly cargo, then from ref. -6- we find that the average departing flight carries 1,000 lbs. of top-off freight.

If this practice holds true at the new (3rd) airport, and it should, then an air freight facility should be planned from inception and should be of a linear modular design to permit flexing as airline needs change - either in pure growth or as a factor of market share.

Assuming that there will be service by 6 to 7 major carriers, the facility should be sized for design years as follows:

Year 2000 — One story, high bay, building measuring approximately 140 ft. in depth, with a 20 ft. deep truck dock in front. Length of building should be approximately 240 ft. Overall area required, including traffic movement should equate to approximately 1.7 acres.

Year 2010 — Same as above, except that length of building should grow to approximately 720 ft., and overall area should increase to 5.0 acres.

Year 2020 — Same as above, except that length of building should increase to approximately 960 ft., and overall area should grow to approximately 6.6 acres.

PUBLIC PARKING

Assuming that the mode of surface transportation chosen by originating air passengers follows the pattern depicted in Section 2, page II-2, then 22% of said passengers, arriving at the airport in a ratio of 1.2 air passengers per car, will need a parking space at the airport.

We estimate the requirements for total parking spaces to be as follows:

Year	2000	2010	2020
No. of spaces	1,160	3,900	6,000

EMPLOYEE PARKING

The total number of employees estimated in Section 1.4 can be broken into shifts. In addition, employees can be expected to arrive at the airport in a ratio of 1.2 employees per vehicle. Using this information, we can estimate the number of employee parking spaces required as follows:

Year	2000	2010	2020
No. of spaces	960	3,250	5,700

CARGO FACILITIES

An area of approximately 20 to 30 acres should be set aside for the possible development of a pure cargo facility. Such an operation will depend on a number of variables - not the least of which involves the interest of a potential user. It is possible that an air carrier may be interested in developing a facility to augment its O'Hare operation, but it is more likely that a package express company would be a candidate since the airport, at least initially, is planned for domestic operations only - thus excluding international potential. Some preliminary contacts have been made with the larger package express companies to attempt to ascertain their interest in this location.

AIRCRAFT MAINTENANCE FACILITIES

While it is unlikely that there will be a need for any large maintenance facilities, since most of the surviving major airline carriers already have an abundance of same at other locations within their route structures, the door should not be closed on this possibility in the event that a new airline should be born - and call Newton County Airport "home" (e.g., Midway Airlines at Midway Airport). Ample acreage is available within the airport boundary to locate hangar type facilities should the need occur.

GENERAL AVIATION FACILITIES

The needs of general aviation have not been addressed other than to consider their impact, should they become a significant factor, on runway utilization. If general aviation grows to a point that it cannot be limited in operations during peak hour activity, then consideration should be given to a small parallel runway dedicated to its use.

RAILROAD FACILITIES

Because rapid rail transportation is considered to be of such importance to the success of this site as a 3rd Chicago area airport, it will be necessary to develop a rail passenger station within the airline passenger terminal. Emphasis must be placed on ease of transition from one mode of transport to the other.

SECTION IV

CONSTRUCTION CONSIDERATIONS AND COST ESTIMATES

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CONSTRUCTION CONSIDERATIONS AND COST ESTIMATES

SITE

The proposed site is an approximate 30 square mile area in Colfax Township, Newton County, Indiana. The site is described in detail in Section V, Environmental Concerns. Features of the site as they affect construction considerations will be discussed in this section.

The 30 square mile site contains 91 parcels and 48 property owners. The area is primarily agricultural with some undeveloped, forested area. A number of streams and man-made ditches drain the area. No towns or businesses are located in the site.

TRANSPORTATION

The site is served by S.R. 14, S.R. 55 and numerous county roads. One mile east of the site is Interstate 65. Four miles west of the site is U.S. 41. Both of these major arterials will provide access to the site and would be connected by a new, four lane divided highway on the north edge of the site. Access control is envisioned to reduce congestion associated with the expected growth. A new interchange on I-65 would be constructed. The airport site will contain all necessary local roads for internal circulation.

As mentioned elsewhere in this report, rail transportation to the site is critical to its success in attracting users. A rail terminal is envisoned connecting to the passenger terminal. A new rail line will be constructed from the site to the existing Conrail Railroad, approximately two miles northeast. No further improvements to the existing rail system are included at this time, although the entire rail system will require a detailed study.

DRAINAGE CONSIDERATIONS

Drainage within the site has been improved over the years by construction of numerous drainage ditches for agricultural purposes. The ditches flow in all directions away from the site into established Newton County legal drains. The proposed project will include an extensive stormwater collection system. Detention/retention ponds will be constructed to limit runoff into the existing ditches to present amounts.

The soils at the site were reviewed for their suitability as subgrade material. The predominant soil type is sandy loam. According to a local soils engineering firm, this material is

excellent for pavement subgrades. It is generally well drained and compacts easily to form a firm subgrade. Additionally, the Indiana Department of Transportation highway engineers involved with construction of I-65 stated this area had excellent soils for construction. This is evidenced by the fact that the nearby section of I-65 is one of the few original interstates which has not been repaired or resurfaced.

FUTURE EXPANSION

The total site contains 30 square miles. It is proposed to create a one mile "buffer" around actual airport-facilities. This leaves an area 4 miles X 3 miles (12 square miles) as usable area. This area is adequate for year 2000 requirements as well as all expansion to year 2020 as outlined in Section III.

Any project of this size must have proper planning of the associated support businesses which can be expected. All development within the site will be coordinated with present and future airport needs. Development off-site, especially along the new corridor between U.S. 41 and I-65, must be regulated by local planning agencies to minimize congestion.

SUMMARY OF COST ESTIMATES

Table IV-A presents a summary of preliminary cost estimates for the third Chicago area airport. The costs were estimated using 1990 dollars for facilities required at opening in year 2000. - These initial costs were then added to by incremental expansion as described in Section III to develop year 2020 costs (complete airport). Year 2000 costs are estimated to be $609,300,000 and 2020 costs are estimated to be $1,010,600,000.

Major cost items were estimated for this study. A 30% contingency was added to account for smaller, miscellaneous cost items and unknown factors beyond the scope of this study. More detailed cost estimates will be prepared during the master planning stage.

TABLE IV-A
SUMMARY OF COST ESTIMATES

Third Chicago Area Airport
(Newton County Site)
1990 dollars

Item	Year 2000 (Initial Costs)	Year 2020 (Initial and Additional Costs)
1. Land Acquisition	$ 5,800,000	$ 5,800,000
2. Site Preparation	131,000,000	131,000,000
3. Utility Relocation/ Installation	42,000,000	63,000,000
4. Airfield Paving	95,700,000	120,800,000
5. Terminal Area	45,100,000	205,600,000
6. Cargo Area	4,500,000	18,000,000
7. On-Site Transportation	14,300,000	24,000,000
8. Off-Site Transportation	66,000,000	82,500,000
9. Maintenance Facilities	8,500,000	17,000,000
10. Miscellaneous Facilities	13,200,000	39,000,000
Subtotal	$426,100,000	$706,700,000
Engineering, Administration, Inspection	42,600,000	70,700,000
Subtotal	$468,700,000	$777,400,000
Contingency	140,600,000	233,200,000
TOTAL	$609,300,000	$1,010,600,000

SECTION V

ENVIRONMENTAL CONCERNS

SECTION V
ENVIRONMENTAL CONCERNS

NEWTON COUNTY

Newton County is located in the extreme northwestern part of Indiana. Newton County has established several strong industrial areas. The county has a low unemployment rate which has remained steady for several years. The population projection indicates a slight decline in the next few years. However, some information reveals this trend may be reversing. This reverse process may be contributed to "spill-overs" from surrounding communities or areas which are not able to accommodate new residents. Newton County possesses the potential and the capabilities for future economic growth.

COLFAX TOWNSHIP

The proposed project is located in northeastern Newton County. The proposed site is an approximate 30 square mile area. The site is bordered to the north by County Road 600 North, to the west by North Meridian Road, to the south by S.R. 14 and to the east by the Newton County-Jasper County line. S.R. 55 runs north-south through the approximate center of the property. The project site includes Section 1 through 30, inclusive of Colfax Township, Township 30 North, Range 8 West, as shown on the 7.5 minute U.S.G.S. Fair Oaks and Enos, Indiana quadrangles. Project location maps are included herein; see Appendix A.

Colfax Township is located in the bottoms of the former Great Kankakee Swamp in the Northern Moraine and Lake Region on the Kankakee Outwash and Lacustrine Plain. The township is within the Grand Prairie Natural Region, Kankakee Marsh Section. The area of the proposed site was drained for agriculture beginning in the late 1800's. The site is generally flat and is dominated by agricultural land use or isolated stands of woody vegetation.

Developed facilities (i.e. farms) are few and widely scattered throughout the township. The major drainage courses are Curtis Creek along the eastern sections of the township, and Beaver Lake Ditch and Mud Lake/Gregory Ditch which flow through the township near the west boundary line. As the township was drained, an extensive drainage system was constructed throughout the township.

Colfax township is one of ten townships located in Newton County.

The township was formed in the late 1800's and originally had been a part of Jackson Township in Newton County.

Colfax Township is the only township in Newton County which does not have a town, city or village in it. It measures

approximately 40 square miles and is divided into 36 sections (30 of those sections are being proposed for the airport site).

The land in Colfax Township is generally flat with intermittent woody vegetation, acres of farmland, and man-made drainage ditches dispersed throughout the township. The township is predominantly committed to agriculture. Some of the farms raise livestock such as horses, cattle and pigs. The majority of the land is plowed for such crops as corn, winter wheat, and soybeans.

The homes in Colfax Township are mainly rural residences. They are single family units, one to two story and frame or brick. Eighty-seven (87) residences would be affected by airport development.

There are two state roads which travel through Colfax Township, S.R. 55 and S.R. 14. S.R. 55 runs north and south through the center of the township. It is located approximately three miles west of the Newton-Jasper County line. It intersects with several roads: beginning at S.R. 14 on the south side of the township (in between Sections 27 and 28, Township 30 North, Range 8 West), and continuing north, S.R. 55 intersects County Road 200 North, County Road 300 North, County Road 400 North, County Road 500 North and ends with County Road 600 North on the north side of the township (in between Sections 3 and 4, Township 30 North, Range 8 West). See map in Appendix A. S.R. 55 is a marked, two-lane paved bituminous road with a roadway width of approximately 24 feet wide bordered by 2-4 feet of unstabilized gravel shoulders. The existing right-of-way is unknown.

S.R. 14 runs east and west along the southern end of the township. It is located approximately 20 miles north of the Newton-Benton County line. S.R. 14 intersects with several roads beginning on the east side (in Section 25, Township 30 North, Range 8 West) of the township with County Road 600 East/Newton-Jasper County Line Road and continues west intersecting with County Road 400 East, S.R. 55, County Road 200 East (outside of Colfax Township), County Road 100 East and ending on the west side of the township (in Section 30, Township 30 North, Range 8 West). See map in Appendix A. S.R. 14 is a marked, two-lane paved bituminous road with a roadway width of approximately 24 feet bordered by 2-4 feet of unstabilized gravel shoulders. The existing right-of-way is unknown.

Several of the county roads are two-lane, paved bituminous roads.

There are many county roads which still remain as dirt and gravel roads. The unpaved roads are usually narrow and allow one vehicle passage at a time.

Although not located directly in Colfax Township, I-65 and United States 41 are other major thoroughfares in this location. I-65 is

located approximately four to six miles east of Colfax Township. United States 41 is located approximately four to six miles west of Colfax Township. Both roads are four-lane, divided highways.

There were six (6) bridges which were identified in the 30 square mile area of Colfax Township. See map in Appendix A.

Bridge No. 44 and Bridge No. 45 are the only two bridges which remain listed on the Bridge Inventory of Colfax Township. The sufficiency ratings for the two bridges are listed below:

Bridge No. 44 = 77.30
Bridge No. 45 = 78.00

Bridges listed with sufficiency ratings of less than 50.00 may warrant the bridge replacement.

The employment in Colfax Township is dispersed throughout various types of labor forces which are located in other areas of Newton County. A slight decline in agriculture and service sectors has been recorded over the past few years.

There are several state routes and interstates which allow for easy, safe and convenient accessibility to Colfax Township. These individual roads are discussed in detail in another section.

The location of Colfax Township, the general characteristics, the available resources (labor, accessibility) in the surrounding communities, and the potential for economic growth makes this site ideal for the proposed project.

SOCIAL AND ECONOMIC IMPACTS

Due to the nature of present land use (agricultural) there would be no splitting of neighborhoods, isolating portions of ethnic groups or separation of residences from community facilities. There will be disruption of farmland with acquisition of single family units.

Based on 1989 taxes, the county of Newton would experience an annual property tax loss of approximately 6.1 million dollars (tax rate 8.2 percent). This tax loss would be a temporary setback at the preliminary stages for the development of the airport. This tax loss would be offset sometime in the future when the airport has been constructed, along with the property tax revenue attributed to commercial, business, and retail developments that would be generated.

The impacts that this project would have on the local communities as well as surrounding communities would be beneficial. The proposed project has been well received by local organizations. Support of neighboring counties indicates that this project would

significantly increase the prospect of more jobs and generate a tremendous amount of resources to the area economy.

This project would provide better accessibility to northeastern Illinois and northwestern Indiana for air transportation. The airport facility will be constructed with the capabilities of future expansion.

RELOCATION IMPACT

A relocation and right-of-way study has not been performed for the feasibility study. This study or survey will be performed and included in the environmental study. This survey will be performed in accordance with provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 to identify problems which arise during the relocation of individuals, businesses, farm operations and non-profit organizations.

A preliminary overview of the project site concerning relocation and right-of-way impacts was evaluated. An assessment of the 30 square mile area was researched to determine the number of individuals, businesses, and farm operations which would be impacted.

This preliminary assessment revealed there were 91 parcels and 48 owners. This information was obtained from the Newton County Auditor's Office utilizing plat books and property tax records. This preliminary overview does not include a breakdown of specific property owners and assessed values. The general characteristic of the 30 square mile area is predominantly farming, both agricultural and livestock. All 91 parcels would be acquired for the construction project.

A table was complied using aerial photographs to assess the number of houses, silos, dry bins, and out buildings within the project area (note: this is preliminary and actual numbers may vary). See Appendix A.

NOISE AND AIR QUALITY

An extensive air and noise analysis will be required. The noise analysis will be conducted for all feasible airport layout alternatives for each major stage of planned airport development.

The air analysis will be included for both aircraft and highway traffic. In regard to the highway air quality, the analysis should be performed for any alternative which is expected to add 10,000 vehicles per day or more to any existing or modified highway within ten years of construction.

The air and noise analyses would be conducted and included in the

Master Study Plan. Implementation of the Master Study Plan would be based upon approval of the feasibility study. These analyses would follow the current guidelines and regulations set forth by the United States Environmental Protection Agency.

METHODS FOR IDENTIFICATION AND DELINEATION OF WETLANDS

The offsite Determination Method of Wetland Delineation was utilized due to the time constraint and natural conditions at the time the study was conducted. As outlined in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands - January, 1989 the National Wetlands Inventory (NWI) maps, the Soil Conservation Service (SCS) soil survey maps, aerial photographs, along with the National Hydric Soils List were used to determine wetland areas in the project site. The offsite procedure is based on the availability and the quality of the information, as well as its interpretation, for making a wetland determination. For the most part, the offsite procedure provides a preliminary determination.

There were seven (7) wetlands which have been identified. The locations of the wetlands in relation to the airport site and to all other wetlands within the 30 square mile area of the proposed project site are shown on a portion of the National Wetlands Inventory Map, see Appendix A. The accompanying chart provides the location of the wetland using section numbers, soil and wetland descriptions and types as well as the size of the wetland (by acreage). As can be seen from the map and the chart, Palustrine Emergent (PEM__) wetland has been identified as the major wetland system in the project area. The shared characteristics of these wetlands are temporarily and seasonally flooded. A few have been identified as partially drained and ditched to some with an unconsolidated bottom.

Using the publication Classification of Wetlands and Deepwater Habitats of the United States, it has been determined that the majority of affected wetlands are Palustrine (system), Emergent Wetland (class), Broad-leaved Deciduous (subclass), temporarily flooded (non-tidal water regime modifier) or seasonally flooded (non-tidal water regime modifier). The water chemistry throughout each identified wetland is fresh-circumneutral. The soil within each wetland is organic, and the soil type varies from each wetland. There are two (2) soil types which have been identified in the seven (7) Palustrine (system) wetlands. The soil types are Zadog-Granby Complex, and Granby-Maumee, Conrad. Individual soil descriptions may be found on the chart. The description of the soil types for each wetland are loamy fine sand.

The drainage system and the conversion to agricultural land may have altered some of the wetlands identification. These changes altered the characteristics of the area often making it difficult to identify field characteristics of one or more of the wetland

identification criteria (i.e. hydrophytic vegetation, hydric soils, and wetland hydrology).

Some 65.5 acres and as many as thirteen (13) wetlands were disqualified after reviewing the aerial photographs which indicated that agricultural lands were present. The existence of wetlands after conversion of these acreages to farming is highly improbable.

A no-build alternate would alleviate any impacts which would have been a direct cause of the airport project. The future development and growth of agricultural, industrial and residential land may create a potential threat to the wetlands in existence.

The build alternate would impact all the wetlands in the 30 square miles of Colfax Township. There were seven (7) Palustrine system wetlands which have been identified and a description has been provided. See Appendix A. The wetlands would be excavated and filled to provide supportable foundation for the construction of the airport.

No other alternatives have been developed for this project. The mitigation strategy for the loss of the seven (7) Palustrine system wetlands would be "replacement" of the wetlands. Replacement involves acquiring and preserving from development one wetland in order to offset the loss of another wetland adversely impacted.

Mitigation measures would be creating or enhancing other wetlands on the airport site as an alternative to purchasing other property for replacement. Including wetlands on the airport site would be incorporated into the design phase of the project. The wetlands would provide aesthetic surroundings, may be utilized as a draining pond, prevent erosion and restore valuable wetland property. A permit would be required in accordance with Section 404 of the Clean Water Act for any dredging or filling in wetlands.

The functional classification of these Palustrine system wetlands has not been determined at this time. This assessment of the wetlands will be made prior to the replacement of the wetlands in order to determine what type of wetlands will be replaced. This assessment will be conducted and included in the Master Study Plan upon approval of this study.

NATURE PRESERVES AND NATURAL AREAS

The Beaver Lake Prairie Chicken Refuge is within one mile west of the proposed airport site in the adjoining McClellan Township. Development of the airport would not physically alter or encroach upon the refuge. Impacts to the refuge would most likely result

from secondary developments anticipated to occur from airport development. It could be possible to incorporate the refuge as a buffer between the airport and secondary developments, thereby preserving the integrity of the wildlife refuge. Future planning is required. There are no other dedicated nature preserves in Colfax Township or Newton County.

Within Newton County and west of the proposed airport site, are two (2) state fish and wildlife areas. The LaSalle State Fish and Wildlife Area is four miles northwest of the site bordering the Kankakee River on the Newton-Lake County line. Within three miles southwest of the south boundary of the site, is the Willow Slough State Fish and Wildlife Area. Neither of these state wildlife areas would be encroached upon by the airport. Their locations away from the airport site generally preclude their use as buffer areas. Future encroachments could result from secondary developments, but are indeterminable. There are no other federal, state or local natural areas within the township or county.

AGRICULTURAL IMPACTS

The impact of the proposed construction on agricultural operations was evaluated to determine annual agricultural crop revenue losses. For purposes of this evaluation, several assumptions were made which include the following:

1. The acreage of Colfax Township devoted to agricultural production was 18,020 acres.

2. Agricultural production was estimated for three major crops: corn for grain, soybeans and winter wheat. No agricultural production related to other crops, livestock or livestock-derived products was assumed.

3. The acres harvested, yield per acre and cost per bushel received for 1989 were averaged using data for years 1986, 1987 and 1988. The source of the data was the Indiana Agricultural Statistics (Purdue University Agricultural Statistics Service, 1988).

4. Based upon the agricultural statistics, it was assumed that corn accounted for 59% of the acres harvested, soybeans accounted for 39% of the acres harvested, and winter wheat accounted for 2% of the acres harvested.

Therefore, based upon these assumptions, the annual agricultural crop revenue losses are shown in the following table. The annual revenue loss has been rounded to the nearest five dollars.

Annual Agricultural Crop Revenue Losses

Crop	Agres Harvested	Yield Per Acre	Cost Per Bushel	Annual Revenue Loss
Corn	10,632 Ac.	104 Bu.	$1.93	$2,134,055.00
Soybeans	7,028 Ac.	33 Bu.	5.81	1,347,408.00
Winter Wheat	360 Ac.	51 Bu.	2.71	49,760.00
Totals	18,020 Ac.	N/A	N/A	$3,531,295.00

The annual loss of agricultural crops in Newton County is 1,356,012 bushels resulting in a revenue loss of $3,531,295.00 (1989 dollar estimate). Assuming that the earliest date for use of the airport is 1998, the loss of agricultural crops would be 10,848,096 bushels and $28,250,360.00 in agricultural crop revenue. This estimate assumes the acreage production and prices shown in the table above would remain constant through 1998.

The conversion of the agricultural land to airport development would completely disrupt the agricultural operations of Colfax Township. It is estimated that 84% of the agricultural land in Colfax Township would be acquired. Each agricultural operation in Sections 1-30, inclusive, would be impacted to the extent that they could no longer function as an economic business. This loss of agricultural operations does not reflect any other additional losses of farmland or agricultural operations attributable to secondary airport developments. This "secondary" loss of farmland would be difficult to estimate at this time.

CULTURAL RESOURCES

An archaeological records check of the proposed airport site was completed on November 15, 1989 by Mr. Thomas C. Beard. Mr. Beard is a professional archaeologist who meets the standards set forth by the United States Department of the Interior detailed in 36 CFR Parts 61 and 66, and the Secretary of the Interior "Guidelines for Historic Preservation and Archaeology" (49 CFR 44716). Mr. Beard's findings are summarized in a report included in Appendix B.

Eleven prehistoric archaeological sites have been previously recorded within the former wetland areas of Colfax Township, Newton County. A detailed description of each site is contained within a report entitled "An Archaeological Report on Newton County, Indiana" (Joseph E. Hiestand, Indiana Historical Bureau, 1951). A copy of this report was included with Mr. Beard's archaeological records check and literature review. It has been removed from Mr. Beard's report to preserve the integrity of the archaeological sites. It is maintained within the project files

of the consultant. In the conclusion to Mr. Beard's report, he indicates that the archaeological resources present within Colfax Township have the potential of meeting eligibility criteria for both the National Register of Historic Places and the Indiana State Register of Historic Sites and Structures.

Based upon the archaeological records check and literature review, an archaeological field reconnaissance should be performed prior to construction. This field survey would determine the presence or absence of archaeological resources, any additional archaeological resources, and site eligibility for the historical registers. Mr. Beard concurred in this recommendation in a telephone conversation on December 1, 1989.

Other than the archaeological resources, there are no known historical or architectural sites which would be impacted by construction. The closest property which is included on the National Register of Historic Places is the George Ade house in Brook, Indiana, approximately 10 miles to the south.

FLOODPLAIN IMPACTS

Within the project area, there are no regulatory floodplains which would be encroached upon by the proposed airport. The floodplain identification was based on delineations contained within Flood Insurance Rate Maps for Newton County (Community Panel Number 180179 0001-0008 B) which were prepared for the National Flood Insurance Program by the Federal Emergency Management Agency (FEMA). A portion of the Flood Insurance Rate Map Index of September 1, 1986 appears in Appendix A.

THREATENED OR ENDANGERED SPECIES

The United States Department of the Interior, North Central Region "Red Book" identifies the federally endangered Indiana bat (Myotis sodalis) as occurring in Newton County. There is no suitable habitat within the project area for this species. The land is predominantly agricultural open land with scattered wooded lots, ditches and rural residences (i.e. farms).

The Natural Heritage Program data base was checked by the Indiana Department of Natural Resources. Scattered populations of the state endangered badger (Taxidea taxus) and the plains pocket gopher (Geomys bursarius) are reported to occur throughout the area. The state listed rare cream wild indigo (Baptisia leucophaea) and the state endangered prairie fame-flower (Talinum rugospermum) may occur within the project area. Intensive survey work would be required prior to construction to determine the presence of these or other species.

SOLID AND HAZARDOUS WASTE

Grass, trees, shrubs, old pavement, buildings and buildings debris, miscellaneous construction debris and other generated solid waste will be disposed of by the contractor at an off-site waste disposal landfill. All disposals would be in accordance with Indiana Department of Environmental Management solid and hazardous waste management practices and specifications, and other applicable state and federal regulations. Any required disposal permits would be obtained. No open burning of construction wastes would be permitted without proper variance from the department. Fugitive dust would be controlled by proper wetting or chemical stabilizers.

The United States Environmental Protection Agency listing of potential, suspected and known hazardous waste or hazardous substance sites in Indiana (i.e. the Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) list) has been reviewed to ascertain whether the proposed project will involve any listed site(s). As a result of this review, it has been determined that the proposed undertaking will not require any right-of-way or easement from any site included in the CERCLIS listing as of June, 1989. In addition, no currently licensed solid waste facilities of the State of Indiana would be affected by the proposed construction.

VISUAL IMPACTS

The visual impacts for this project at this time would be hard to assess. The immediate communities would be positively affected by the implementation of this project. First, the proposed airport site would provide an outlet to the fast and rapidly growing demand for air travel. The proposed airport site would provide a safe and more convenient (i.e. time travel, traffic) access to a community airport servicing the northeastern Illinois and northwestern Indiana areas.

Secondly, it would have a positive economic effect for the surrounding communities. Employment as well as an increase in revenue would be generated from this project, and would create strong economic growth.

CONSTRUCTION IMPACTS

It is anticipated that the construction for the proposed project would be in various phases. The implementation of the proposed project would have an effect on vehicle delays, noise, air and soil erosion. These impacts would be typical of construction of this type. Traffic would be maintained on all state routes except S.R. 55 during construction. The county roads, which are within the project site, would be closed indefinitely. Access to all

adjacent lands will be maintained at all times for local and emergency vehicles.

Application of water and chemical stabilizers would be utilized to control the dust that would be generated from construction. The opening burning of construction debris will not be permitted without proper variance from the Indiana Department of Environmental Management.

Noise impacts would be somewhat minimized through the limitation of construction activity during daylight hours. Limiting the construction activity to daylight hours would minimize the effect of the noise on normally established sleep and leisure periods.

Proper erosion control measures would be required to assure that water quality impacts would be kept to a minimum during construction.

These are a few mitigation measures that would be implemented. There may be other mitigation measures which would be utilized and would be discussed in detail in the environmental study as details of the airport site are developed.

SECTION VI

COORDINATION

SECTION VI

COORDINATION

During the development of this feasibility study, public agency coordination has been provided through written correspondence. The following section summarizes the public coordination effort.

EARLY COORDINATION

Notification of project development was issued to federal, state and local planning and review agencies to obtain input and to initiate agency interaction. Coordination correspondence was forwarded to the following agencies:

1. United States Fish and Wildlife Service, Bloomington Field Office
2. United States Soil Conservation Service
3. United States Corps of Engineers, Detroit District
4. United States Coast Guard, Ninth District
5. United States Environmental Protection Agency, Region 5
6. Indiana Department of Natural Resources
7. Indiana Geological Survey
8. Indiana Department of Environmental Management
9. Mr. Thomas C. Beard, Consulting Archaeologist

Pertinent comments from each of these agencies have been incorporated throughout the feasibility study. A copy of each response letter appears in Appendix B - COORDINATION.

LOCAL AGENCY COORDINATION

During the development of the study, each of the following local agencies adopted a resolution reaffirming their support of a regional airport in northern Newton County. A copy of each of the adopted resolutions appears in Appendix B - COORDINATION.

1. Benton County Board of County Commissioners
2. Parish Grove Township Board, Benton County
3. Carpenter Township Board, Jasper County
4. Hanging Grove Township Board, Jasper County
5. Jordan Township Board, Jasper County
6. Marion Township Board, Jasper County
7. Newton County Board of County Commissioners
8. Beaver Township Board, Newton County
9. Newton County Planning Commission
10. Lincoln Township Area Chamber of Commerce
11. Boone Township Advisory Board, Porter County
12. Center Township Advisory Board, Porter County
13. Pleasant Township Advisory Board, Porter County
14. Pulaski County Board of County Commissioners

15. Tippecanoe Township Board, Pulaski County
16. Starke County Board of County Commissioners
17. Washington Township Board, Starke County
18. Wayne Township Board, Starke County
19. Tippecanoe County Board of County Commissioners
20. Tippecanoe County Area Plan Commission
21. White County Board of County Commissioners
22. Big Creek Township Board, White County
23. Liberty Township Board, White County
24. Monon Township Board, White County
25. Princeton Township Board, White County
26. Union Township Board, White County
27. Westpoint Township Board, White County
28. Crawfordsville City Plan Commission
29. City of Knox, Indiana
30. Greater Lafayette Chamber of Commerce
31. Common Council, City of Monticello
32. Monticello Chamber of Commerce
33. Common Council, City of Rensselaer
34. American Legion, City of Rensselaer
35. Brook Town Board of Trustees
36. Brookston Town Board of Trustees
37. DeMotte Town Board of Trustees
38. Fowler Town Board of Trustees
39. Goodland Town Board of Trustees
40. Hamlet Town Board of Trustees
41. Kentland Town Board of Trustees
42. Kentland Chamber of Commerce
43. American Legion, Town of Kentland
44. Tri-Kappa Soroity, Town of Kentland
45. Monon Town Board of Trustees
46. Morocco Town Board of Trustees
47. Lions Club, Town of Morocco
48. North Judson Town Board of Trustees
49. North Judson Chamber of Commerce
50. Remington Town Board of Trustees
51. Reynolds Town Council
52. St. John Town Council
53. Winamac Town Board of Trustees
54. Kiwanis Club, Town of Winamac
55. Lions Club, Town of Winamac
56. Volunteer Fire Department, Town of Winamac
57. Wolcott Town Board of Trustees
58. Kankakee-Iroquois Regional Planning Commission
59. Lions Club, Town of Oxford
60. American Legion, Town of Roselawn
61. Carroll County Industrial Development Corporation
62. Fountain County Economic Development Corporation
63. Monticello-White County Industrial Foundation
64. Pulaski White Rural Telephone Cooperative

SECTION VII

OTHER CONSIDERATIONS BEARING ON VIABILITY OF THIS SITE

SECTION VII

OTHER CONSIDERATIONS BEARING ON VIABILITY OF THIS SITE

HIGHWAY INFRASTRUCTURE IMPROVEMENTS

In order to provide good and proper access to the new airport, especially from Kankakee, Iroquois, Will, and portions of Cook Counties in Illinois, it is anticipated that, as a minimum, two segments of highway will be constructed. The first segment would be a four lane divided highway connecting the southern end of I-94 to U.S. 41 in the vicinity of Cedar Lake. Assuming that the main entrance road to the new airport would be via a major interchange with I-65, the second required segment would be an extension of that main entrance roadway westward to U.S. 41. Thus U.S. 41 would become a north-south feeder on the west side of the airport, similar to I-65 on the east side. Note, while this airport roadway extension to the west will incur expenditure of upfront capital funds (not only for the road, but for at least one aircraft bridge and two surface vehicle bridges) it will prove to be money well invested as traffic to and from the airport increases over the years. All too many of today's major airports are locked in to bottleneck accessibility because of the cul-de-sac roadway concept (e.g. Los Angeles International, New York's JFK, Orlando International).

In Indiana various transportation improvements are projected for Newton, Jasper, and Lake Counties. These improvements vary from intersection improvements to major road reconstruction (See Appendix). These proposed developments will provide the proposed airport easy accessibilty for the surrounding areas.

DEVELOPMENT OF RAPID RAIL SERVICE TO/FROM CHICAGO

If the third Chicago airport is to relieve excess passenger loads at O'Hare subsequent to the year 2015/2020, one of the things most likely to provide the means would be a rapid rail system capable of moving 4, 5, or even 6 million passengers annually between Chicago and the new airport. We do not envision any exotic new equipment or concepts, though such schemes as MAG-LEV are not beyond the realm of today's technology. An 80 MPH train moving non-stop between the two terminals is considered a real possibility.

CSX Railroad owns an existing rail line which passes within one-half mile to the northeast of this airport site and terminates in southern Cook County, Illinois, where it connects through several other rail lines with Chicago's Union Station.

In a very timely manner, the Northwest Indiana Regional Planning Commission has just recently (10/89) completed a "West Lake County Transportation Corridor Study" (Ref. -10-). This study envisions the use of the very same CSX rail line to the corridor's southern terminus in Lowell, Indiana. It is quite possible that the study corridor could be extended to this airport site, and the commuter service in Lake County integrated with the express service deemed necessary between the airport and downtown Chicago.

Contacts with CSX officials indicate a willingness to look at any proposal, but overwhelming enthusiasm, is lacking. There are many questions to be asked - and answered - before a rapid rail service utilizing CSX right-of-way could even be considered by that railroad company.

DEVELOPMENT OF A PACKAGE EXPRESS COMPANY AIR HUB

The Chicago area is geographically well situated to serve as a hub, or perhaps a mini-hub, for a package express air carrier. Until now, however, there has not been an airfield with both airside and landside capacity to host such an operation. For instance, UPS has just recently completed a large facility at O'Hare, but its purpose is to serve as a Chicago distribution center, not an aircraft hub.

Preliminary contacts with several of the larger package express companies - including United Parcel Service, Emery Worldwide Freight, and DHL Worldwide Express - have produced favorable responses of interest in the possibility of utilizing this airport for hubbing activities, especially in the time frame of 8 to 10 years from now (see REFERENCES AND CONTACTS).

Needless to point out, such a tenant could prove an economic boon to the airport with minimum impact on an 18 hour day of commercial passenger operations.

On the negative side, this location will have to exert more than a modicum of effort to divert sufficient annual passenger enplanements from O'Hare (by the year 2020) to meet the primary goal of its selection as the 3rd Chicago area airport.

REFERENCES USED IN THE PREPARATION OF THIS DOCUMENT INCLUDE THE FOLLOWING

1. PPM Report: Chicago Airport Capacity Study 10/88

2. U.S. Bureau of Census, County and City Data Book - 1988

3. Indiana University Business Research Center
Indiana Population Forecasts

4. Northeast Illinois Regional Planning Commission -
Illinois Population Forecasts

5. FAA Aviation Forecasts, FY 88 - 99 (FAA-APO 88-1)

6. Airport Activity Statistics of Certified Route Carriers, 12/86 (FAA)

7. National Plan or Integrated Airport Systems, 1977 (FAA)

8. Runway Length Requirements for Airport Design
(FAA AC 150/5325)

9. Ralph M. Parsons Co. - Apron and Terminal Building
Planning Manual

10. Northwest Indiana Regional Planning Commission's West
Lake County Transportation Corridor Study

CONTACTS MADE REGARDING THE CONTENTS HEREOF INCLUDE THE FOLLOWING

- CSX Railroad — Mr. Steve Watson, V.P. State Relations
Indianapolis, Indiana Ph. (317) 267-3003

  Mr. Bill Kelley, Asst. V.P. Passenger Service
Jacksonville, Florida Ph. (904) 359-1837

- NW Indiana Regional Planning Commission:
Mr. Joseph Crnkovich, Transit Planner
Highland, Indiana Ph. (219) 923-1060

- United Parcel Service — Mr. Tim Peoples, Airport Facilities Planning
Louisville, Kentucky Ph. (502) 423-3745

- DHL Worldwide Express — Mr. Eugene Dean, Long Range Planning
Redwood City, California
Ph. (415) 593-7474

- Emery Worldwide Freight — Mr. Jim Allen, V.P. Public Relations
Menlo Park, California
Ph. (415) 326-1700

Proposed Airport Site
N
LAKE
PORTER
LA PORTE
ST. JOSEPH
ELKHART
LAGRANGE
STEUBEN
NOBLE
DEKALB
MARSHALL
STARKE
KOSCIUSKO
WHITLEY
ALLEN
JASPER
PULASKI
FULTON
WABASH
HUNTINGTON
WELLS
ADAMS
WHITE
CASS
MIAMI
BENTON
CARROLL
HOWARD
GRANT
BLACKFORD
JAY
WARREN
TIPPECANOE
CLINTON
TIPTON
MADISON
DELAWARE
RANDOLPH
FOUNTAIN
MONTGOMERY
BOONE
HAMILTON
HENRY
WAYNE
VERMILLION
PARKE
PUTNAM
HENDRICKS
MARION
HANCOCK
RUSH
FAYETTE
UNION
VIGO
CLAY
MORGAN
JOHNSON
SHELBY
FRANKLIN
OWEN
DECATUR
SULLIVAN
GREENE
MONROE
BROWN
BARTHOLOMEW
RIPLEY
DEARBORN
JENNINGS
OHIO
JACKSON
LAWRENCE
SWITZERLAND
JEFFERSON
KNOX
DAVIESS
MARTIN
SCOTT
ORANGE
WASHINGTON
CLARK
PIKE
DUBOIS
FLOYD
GIBSON
CRAWFORD
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VANDERBURG
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WARRICK
SPENCER
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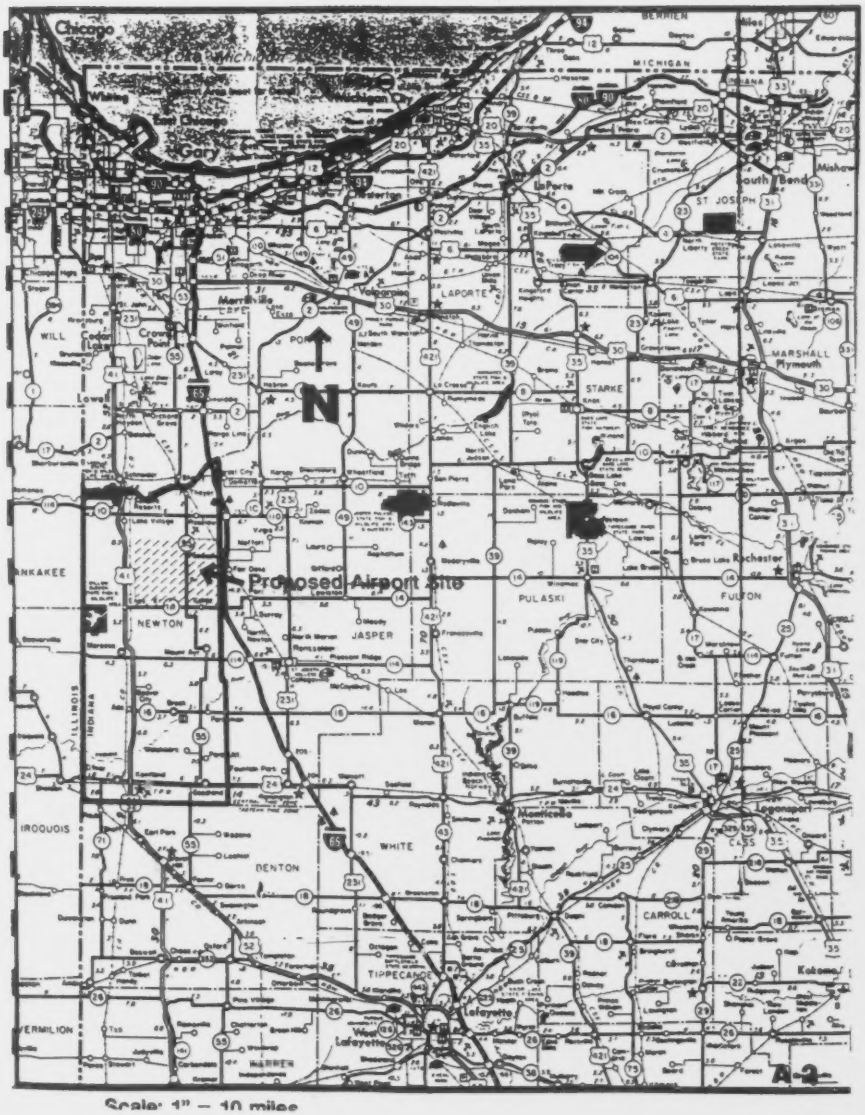
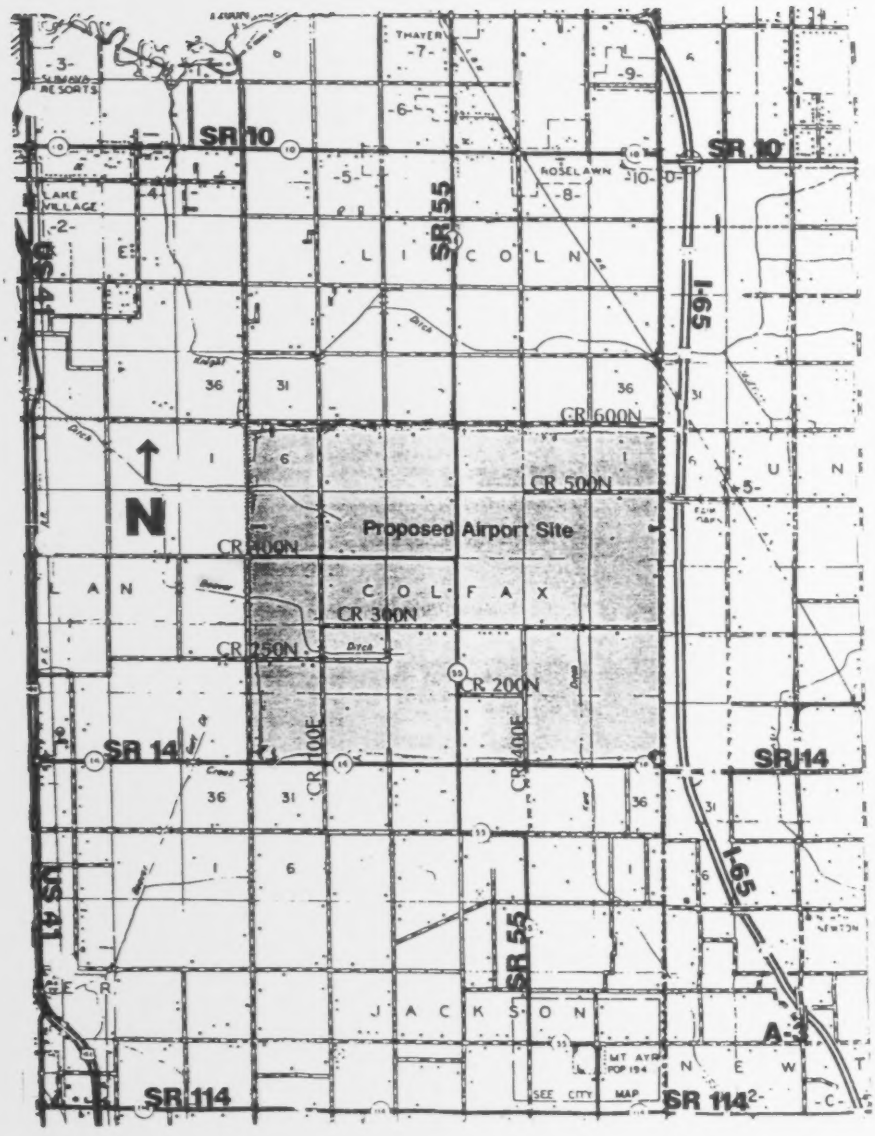

Chicago
Lake Michigan
Gary
Hammond
East Chicago
Whiting
Michigan City
BERRIEN
MICHIGAN
INDIANA
LaPorte
South Bend
ST JOSEPH
Mishawaka
LAPORTE
MARSHALL
Plymouth
STARKE
WILL
Joliet
Lowell
Crown Point
Merrillville
Valparaiso
N
Proposed Airport Site
Rochester
PULASKI
FULTON
NEWTON
JASPER
ILLINOIS
INDIANA
IROQUOIS
Monticello
Lowell
WHITE
BENTON
CASS
CARROLL
Kokomo
TIPPECANOE
Lafayette
West Lafayette
VERMILION
WARREN
A-2
Scale: 1" – 10 miles


SR 10
SR 10
SR 55
I-65
US 41
LAKE VILLAGE
ROSELAWN
L I N C O L N
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CR 600N
CR 500N
Proposed Airport Site
CR 400N
L A N
C O L F A X
CR 300N
CR 250N
CR 200N
SR 14
SR 14
CR 100E
CR 400E
I-65
US 41
SR 55
J A C K S O N
MT AYR
POP 194
SEE CITY MAP
SR 114
SR 114

Compilation of Property Structures
(Types and Numbers*)

T30N-R8W SECTIONS	HOUSES	SILOS	DRYING BINS	OUT BUILDINGS
1	2	1	9	7
2	1	2	-	5
3	1	-	2	3
4	2	-	7	15
5	1	-	-	1
6	1	-	3	6
7	1	-	3	9
8	1	-	3	5
9	2	-	3	6
10	-	-	-	-
11	-	-	-	-
12	-	-	-	-
13	-	-	-	-
14	-	-	-	-
15	-	-	-	-
16	11	-	-	11
17	8	-	7	15
18	4	3	3	23
19	7	-	11	25
20	3	-	-	6
21	7	-	-	14
22	13	-	-	12
23	-	-	-	-
24	-	-	-	-
25	-	-	-	-
26	1	-	-	1
27	8	-	6	14
28	6	3	6	8
29	3	-	6	9
30	4	5	1	11
TOTALS	87	14	70	191

*This is preliminary and actual numbers may vary.

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FROM SSMMA 06.06.1990 09:12 P. 1

UNITED STATES CONGRESS HOUSE SUBCOMMITTEE ON AVIATION

ATTENTION: MR. CHARLIE HANUS

TESTIMONY ON THE PEOTONE, ILLINOIS AIRPORT SITE
CONGRESSIONAL HEARING
JUNE 11, 1990

THORNTON FRACTIONAL NORTH HIGH SCHOOL
755 PULASKI ROAD
CALUMET CITY, ILLINOIS

SUBMITTED BY: MR. EVERETT KLIPP
3427 VOLLMER ROAD
FLOSSMOOR, ILLINOIS
(312) 786-1930

Post-it™ brand fax transmittal memo 7671 | # of pages ▸ 6

To Charles Hanus	From D Stevens
Co. Congress. Savarese	Co. S. Suburban
Dept. Aviation hearing	Phone # 708 957 6950
Fax # 815-740-2076	Fax # 708-957 6973

I very much appreciate the opportunity to speak to the Committee this evening in support of a Third Airport located in Peotone, Illinois. This new airport would function as a supplemental, full-service facility for the Chicago metropolitan region. The Peotone search area is bounded by the Will/Kankakee County line on the south and Eagle Lake Road on the north. It extends one mile east of Peotone on the west and two miles west of Beecher on the east.

For a variety of reasons I believe that the Peotone site deserves serious consideration as the best location for the Third Airport. First, it is centrally positioned in relation to the area that a supplemental airport would be intended to serve. Under the present situation, the region including northwestern Indiana, south/southwestern Cook County, and Will and Kankakee Counties in Illinois are underserved as far as air transportation is concerned. The Peotone site is well-situated when considering the region as a whole, and is within close proximity to the area's substantial urban population.

A second major strength of the Peotone site is its closeness to existing transportation facilities. Interstate 57 passes just two miles to the west of the Peotone search area. The Calumet Expressway (I-394) currently extends about four miles northwest of the search area and could be lengthened to provide expressway access from the northeast. Additionally, the Peotone location would be easily served by new transportation projects. The proposed south suburban expressway, outlined as a Corridor of the Future in the region's 2010 Transportation Plan, could be constructed running east and west to connect Interstate 65 in Indiana, the Calumet Expressway, Interstate 57, and Interstate 55. This link-up would provide quick east/west expressway access to the Third Airport.

Another transportation-related asset of the Peotone site is the proximity of the Illinois Central Gulf Railroad. Its rail lines run along the west edge of the search area. Commuter rail service on the Metra Electric now extends from the Chicago Loop to University Park and could be built further out to Peotone. Sufficient right-of-way exists for the addition of a high speed commuter rail line to connect Peotone with downtown Chicago. I might add that all rail crossings to Chicago, with the exception of one at Stuenkel Road, are currently above grade. This mass transit connection would provide fast and convenient access to the new airport.

An additional plus for the Peotone site is the fact that no existing communities lie within the search area. Most of the area is sparsely populated and currently in agricultural use. Large scale relocations of people would not be necessary as would be the case if one of the other sites were chosen. For the most part the Peotone site is flat, especially in the south portion of the search area, and is well drained by Black Walnut Creek and the south branch of Rock Creek.

A major requirement for the Third Regional airport is the availability of large amounts of land so that the facility can grow in future years as demand for service increases. The basic airport site must be spacious enough to begin with to allow for this expansion and prevent encroachment by residential and other non-

compatible uses in the future. We can prevent many of the problems that presently exist at airports such as O'Hare and Midway by taking a farsighted approach. The Peotone site would easily provide more than 36 square miles of buildable land on which no community currently exists.

I truly believe that all of the factors I have cited -- central location, excellent transportation facilities, accessibility, minimal relocation, and adequate size for future growth, make Peotone the best possible site for the Chicago Region's Third Airport.

Submitted by:
Mrs. Everett Klipp
Flossmoor, Illinois

TESTIMONY

Of the

SUBURBAN O'HARE COMMISSION

Before the

SUBCOMMITTEE ON AVIATION

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

U. S. HOUSE OF REPRESENTATIVES

Presented by

Kathy A. Lane
Executive Director

Monday, June 11, 1990
Thornton Fractional North High School
Calumet City, Illinois

Bensenville • Bloomingdale • Des Plaines • Du Page County • Elk Grove Village • Elmhurst • Franklin Park
Harwood Heights • Itasca • Niles • Park Ridge • Schiller Park • Wood Dale

SUBURBAN O'HARE COMMISSION

1040 East Thacker, Room 102, Des Plaines, Illinois 60016 • 708/635-6365

MARTIN BUTLER
Chairman

JOHN GEILS
Vice Chairman

June 11, 1990

The Suburban O'Hare Commission (SOC) is comprised of the communities around O'Hare International Airport which are most heavily impacted by aircraft noise. SOC communities comprise a population of over 300,000 citizens. Although SOC has been an early and aggressive advocate for the fast-track construction of a third airport for the Northern Illinois/Northwest Indiana region, the commission has remained neutral on the issue of which of the several contending sites should be selected. SOC supports the site selection process currently underway, which is sponsored jointly by the States of Illinois and Indiana.

However, to make sure that the region does not repeat the same mistakes that led to the nightmare of congestion, delays, noise and air pollution currently afflicting the O'Hare area, SOC believes that any proposed site for the third airport must meet the following criteria:

1. **ANY NEW AIRPORT SITE MUST BE LARGE ENOUGH TO MEET TRAFFIC DEMAND.**

The third airport site must be large enough to address current and future air traffic demand for the region and to have reserve land area to allow long-term incremental growth. Any small-size third airport sited and built on the assumption that O'Hare will be expanded by new runways, or other means, is categorically unacceptable to the citizens of our communities.

In order to achieve the maximum economic benefits associated with the air traffic market, the region must have sufficient air carrier facilities to aggressively compete for the "transfer" market, which is the fastest growing segment of the national air traffic market. New demand statistics developed in connection with the current bi-State site selection process indicate that over 90 million passenger enplanements are projected for the Illinois/Indiana/Wisconsin region. Current enplanements at O'Hare and Midway total around 30 million. The capacity shortfall for the region is even greater than estimated by the earlier Peat Marwick feasibility study.

We must therefore build an airport large enough to meet future demand and recapture some of the transfer traffic which has left O'Hare to avoid current delays--delays caused by attempting to schedule too many flights into a too-small airport. Rather than simply supplementing O'Hare by taking a limited overflow of future traffic, the new airport must be capable of accommodating all of the region's future growth plus relieving a significant percentage of O'Hare's current congestion.

2. **ANY NEW AIRPORT SITE MUST BE LARGE ENOUGH TO BE OPERATED IN AN ENVIRONMENTALLY RESPONSIBLE WAY.**

The third airport site must also be large enough to be operated in an environmentally responsible way. The site must be surrounded by a large environmental buffer zone so that the same problems are not created at the new airport as now exist at O'Hare. SOC does not want a new airport that simply moves some of O'Hare's residential noise and air pollution problems to a new location.

The new major airport must be constructed so as to protect the surrounding area from the type of environmental burden suffered by the residents of SOC communities. O'Hare is comprised of only 7,000 acres which lie in the middle of a densely populated suburban area. As a consequence, hundreds of thousands of citizens, as well as their homes, schools and churches, suffer from the noise and air pollution.

In order to avoid a repeat of this type of environmental disaster at the site of a new major airport, certain precautions must be taken.

1. The new airport should be sited in an undeveloped area free of noise sensitive areas.

2. The physical site for the airport itself must be large enough to accommodate traffic growth without leading to high levels of noise and air pollution off the airport.

3. The raw land outside of the airport boundary, throughout the entire 65Ldn zone, should be zoned for commercial and industrial uses which are not highly sensitive to noise.

3. ANY NEW AIRPORT SITE MUST BE CAPABLE OF CONSTRUCTION AND OPERATION ON A FAST TRACK.

Any third airport site which is proposed on a delayed basis, on the implicit or expressed assumption that new runways will be built at O'Hare, is categorically unacceptable to the citizens of our communities.

Unless a new major airport is constructed which will be capable of assuming the air traffic demand for the region, the City of Chicago and certain major airlines will continue to promote the construction of new runways at O'Hare. Any additional runways are totally unacceptable to SOC and its member communities. Today, over 400,000 people are adversely impacted by noise and air pollution from O'Hare operations. For residents of the SOC communities, proximity to O'Hare means daily interruptions in schools and homes, the inability to sleep through the night, and loss in the value of residential property.

Unless a new major airport is built soon, the City of Chicago will continue to urge the construction of new runways at O'Hare. Not only will new runways increase the suffering of the citizens of the SOC communities, those same new runways will not increase the capacity of O'Hare enough to capture a large share of the economic benefits of the transfer market. O'Hare is simply too small, too crowded and too inaccessible to serve alone the air transportation needs of the region.

The Northeast Illinois/Northwest Indiana region can experience both economic growth and environmental benefits with the construction of a properly planned new airport. A new major airport will bring billions of dollars to the regional economy. It will create thousands of permanent jobs and thousands more construction jobs. However, none of these benefits will come to the region unless the airport is built soon. The region is already losing air traffic, and its associated benefits to other cities. Unless we act now to build an airport large enough to meet the needs of the next century, we will never be able to regain the region's share of the market and we cannot correct the environmental disaster which has been created at O'Hare.

A new major airport can be open and operating in five to ten years, if we work together to make this project a national transportation priority.

Indiana Division

Izaak Walton League of America

Terrence B. McCloskey, President
6101 Kennedy Avenue, Hammond, Indiana 46323

The Izaak Walton League of America

INCORPORATED

DEFENDERS OF SOIL, WOODS, WATERS AND WILDLIFE

Indiana Division

OFFICERS SEPTEMBER 1989 – SEPTEMBER 1990

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WOMEN'S VICE PRES
NADA JANKOWSKI

NORTHWEST VICE PRES
RALPH H. COLEMAN

NORTHEAST VICE PRES
WILLIAM C. BLOCH

EAST CENTRAL VICE PRES
GEORGE REISMILLER

June 6, 1990

U.S. Congress
Department of Transportation
Sub-Committee on Aviation
David Trayham, Aviation Staff
Washington, D. C.

Dear Mr. Traynham:

The following comments are submitted on behalf of the 5500 members of the Indiana Division regarding expansion of the Gary Airport as the 3rd regional Chicago Airport before the Subcommittee in Calumet City Illinois June 11, 1990.

The Gary Indiana site is totally inappropriate for expansion because of the lack of suitable acreage for such a project. Without massive urban renewal of approximately 14,000 homes, a power plant, 1/3 of the U.S.X. Mill, Buffington harbor, The East Chicago Marina, relocation of the Grand Calumet River, Relocation of 6 Railroads and possible closing of U.S. 912 (Cline Avenue) this airport can not be sited in Gary.

The Izaak Walton League has maintained that inadequate space exists at the Gary site for the growth and development expected from a third Airport since the inception of the Peat Marwick study. However, thru many irregularities in the Peat Marwick study, the Gary site is still in consideration and is causing a gread deal of public doubt in the entire site sellection process. The arguements expressed here were also related to Peat Marwick and went unaddressed.

The only open space around the Gary Airport is either Federally regulated wetland (of the Highest quality), U.S.E.P.A. super Fund sites, Grand Calumet River Wetlands or Indiana Nature Preserves, dedicated under Indiana's Nature Preserve Act. The remaining land needed for expansion of the Airport would have to come from residential, commercial or Industrial owners. We believe this is unacceptable.

The basic purpose for site selection for the 3rd airport is to maximize economic development and minamize destruction of homes and business and Industry. The Gary Site is the worst possible site for consideration.

Ground fog affects the airport over 35 days per year. Three Land fills exist within 200 yards of the runways. Waste Management has purchased a 160 acre hole known as the "J-Pit" and plans to develope the site into a 20 year life landfill. This site is within 9,000 feet of the runway.

THIS LETTERHEAD PRINTED ON RECYCLED PAPER TO SAVE FOREST RESOURCES

The Izaak Walton League of America
INCORPORATED
DEFENDERS OF SOIL, WOODS, WATERS AND WILDLIFE

Indiana Division

OFFICERS - SEPTEMBER 1989 — SEPTEMBER 1990

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FIRST VICE-PRESIDENT
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WOMEN'S VICE-PRES.
NADA JANKOWSKI

NORTHWEST VICE-PRES.
RALPH H. COLEMAN

NORTHEAST VICE-PRES.
WILLIAM C. BLOCH

EAST CENTRAL VICE-PRES.
GEORGE REISMILLER

Further, the Gary Sanitation Department has spread over 10,000 cubic yards of sewer sludge on the airport over the last 2 years and the result has been the attraction of over 20,000 Gulls at one time on the runways. This is unacceptable according to F.A.A. standards and regulations.

Further, within the relocation area, are 3 hospitals, 11 schools, the major roadways of northern Lake County and a large portion of our industrial business. It is even within consideration of the TAMS study that Inland Steel (the largest employer in Lake County) and Cline Avenue (the most expensive road in Indiana) would have to be closed if the Airport were selected. The U.S. economy, competing in a world market, can not afford this destruction to the Country's 3rd largest steel plant for any reason, let alone an airport project that should go somewhere else.

Congress has been mislead with past reports wich have kept the Gary site in consideration for expansion at the level expected from the 3rd airport. The Izaak Walton League reserves the legal option of rights infrations caused by the Peat Marwick study. However, we believe the current selection process will be sufficient to resolve our basic objections and that the Gary site will not be sellected.

We have followed this issue very closely since announcement of the start of the Peat Marwick study and have saved an evidencury trail of our involvement in the process. We welcome the opportunity to particapate in this next level of consideration for the airport. We note for the record that consideration of the Newton County site was eliminated because the inspectors from Peat Marwick turned the wrong way off U.S. 41 and site evaluated an Indiana Department of Natural Resources Fish & Wildlife area known as La Salle F & W area. They evaluated and eliminated the wrong area.

The financial evaluation of the cost of construction of a 3rd airport will be considered in this phase of the process. In the Peat Marwick study, $1.86 Billion was the reported development figure while the present estimate by Governor Byah's office is over $3 Billion and growing.

If a fair estimate of cost evaluation regarding airport construction is to be accomplished, politics and unverified financial estimates must be recognized and considered in the final selection process.

We look foreward to addressing the Sub Committee on Transportation on this issue at the Calumet City, Illinois meeting on June 11, 1990. If I can be of further assistance, please get in touch with me.

Sincerely, Terrence B. McCloskey

Terrence B. McCloskey, President

THIS LETTERHEAD PRINTED ON RECYCLED PAPER TO SAVE FOREST RESOURCES

Good evening and thank you for the opportunity to discuss my opposition to the Peotone site for the proposed third airport. My name is Michelle O'Connor, and I reside in Homewood. As the President of RURAL, (Resident United to Retain Agricultural Land) I would like to represent our views with regard to the environmental impact associated with the development of a major international airport in the Peotone Site.

First, I would like to clarify that RURAL opposes the construction of an airport in all of the greenfield sites However, I have been asked to limit my remarks to the Peotone Site exclusively.

We feel that the environmental hazards of this project are very serious. It would be tragic to impact and possibly sacrifice thousands of acres if prime farmland, numerous creeks and streams, the cleanest river in the State of Illinois, the Kankakee River, and numerous species of flora and fauna for an airport whose need has not even been established.

One of the major disturbing ideas behind an airport in the Peotone site, happens to be the potential for flooding of the entire Kankakee River Watershed. Floodplain zones are interspersed throughout the entire region. All of the creeks and streams in the Peotone search area flow south to the Kankakee River. They are categorized as 100 year floodplains, according to the Federal Emergency Management Agency (FEMA).

These creeks are identified as: Black Walnut, the South Branch of Rock Creek, Exline Slough, and portions of Marshall Slough. These streams are paramount to the overall drainage of the region. The northern portion of the Village of Peotone already experiences some flooding problems due to development in the Rock Creek floodplain area.

When constructing in a floodplain the development must include compensatory storage, the retention/detention which replaces the water capacity equal to the capacity that was already there prior to development. Peat, Marwick, and Main discussed filling in the streams in the airport site. To do this, multiple detention basins would have to be established. According to the Illinois Department of Transportation, Division of Water Resources, this would cause a release of stormwater runoff from the basins which could create a delayed peak flow.

This would actually be greater than what occurred prior to their construction. In those instances, the stormwater facilities would actually be contributing to downstream drainage problems instead of minimizing them.

According to IDOT, "The development of floodplains has resulted in continual and often severe social and economic loss. Traditional governmental response to flooding (structural flood control and disaster relief) has not proven totally effective in solving problems. Despite large governmental expenditures, flood damage in the country continues to rise."

We concur with the conclusions established by IDOT, Division of Water Resources when they suggest "Rather than control the flooding that damages properties, the government should control the construction of new properties so flood damage could be avoided".

We believe that the flooding potential is enough reason to refrain from building a third airport in the Peotone site as it lies within the Kankakee River Watershed.

The Natural Areas near the Peotone search area, but not included in it, we feel will be in jeopardy. These include the Momence Wetlands, Raccoon Grove, as well as the property designated as the Monee Reservoir. These regions are home to many varied bird and plant species, including some which are endangered or threatened. These areas are also visited by rare migratory birds, such as the Sandhill Crane, Black Crowned Night Heron, Snowy White Egret, and innumerable species of Ducks and Geese.

The upper end of Rock Creek, in the area of Raccoon Grove is said to contain dry Mesic and Mesic Upland Forest. This particular preserve remains much the same as it was throughout this region in pre-settlement times. This natural area with well established habitats would suffer under the additional traffic imposed upon it on Route 50 by the construction of an airport less than five miles from it.

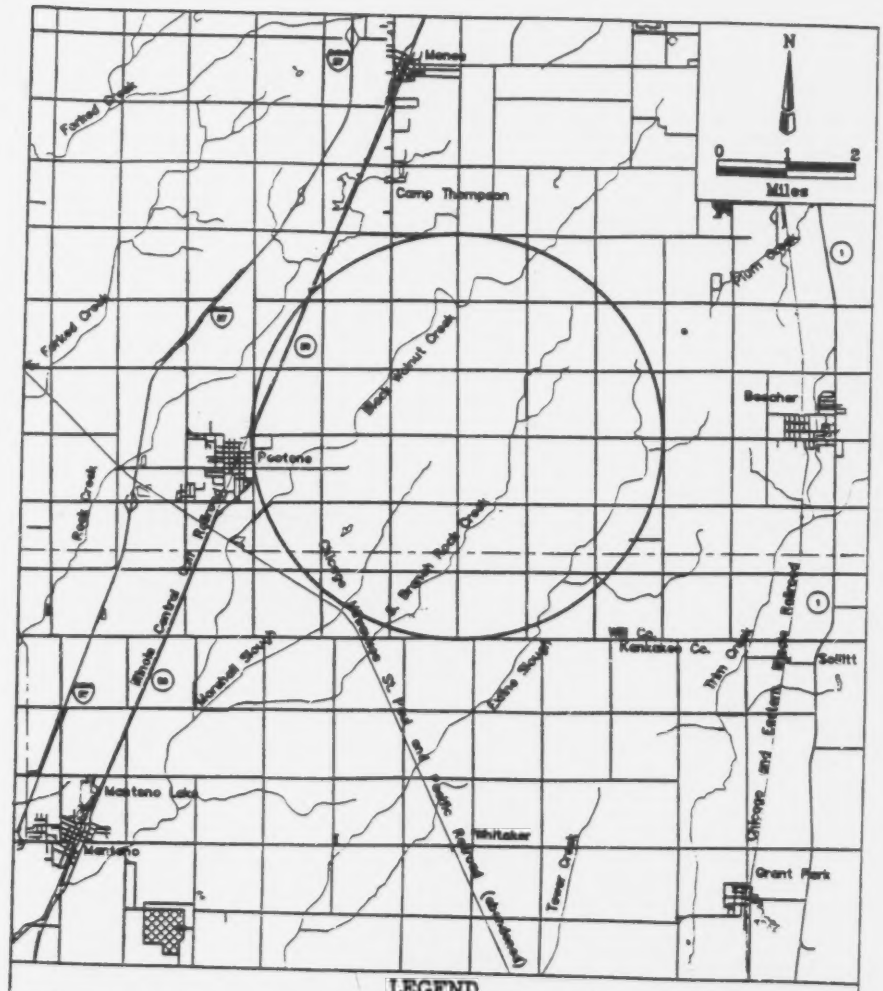
The Will County and Southern Cook County areas are now facing what is being called "The Garbage Crisis". It is obvious that with added development of an airport and perhaps subsequent development, more waste will be generated, adding to the question of where to put it. Peat, Marwick, and Main estimated the first phase of the development to increase the output of trash by 35,000 tons.

However, these problems are only local aspects of the environmental degradation that would occur in this region from the development of a major international airport.

The big picture must be studied when discussing environmental issues. The United Nations has recently acknowledged Global Warming as a threat. Much attention has been given to the automobile in this discussion. However, airplanes also burn fossil fuels, emitting hundreds of millions of pounds of airborne pollutants per year such as: carbon monoxide, hydrocarbons, formaldehyde, nitric oxide, lead, and benzene. These noxious emissions are carcinogenic, cause surface water and possible groundwater contamination, as well as acid rain.

There are many more environmental issues that could be discussed with regard to the construction of a major international airport. These are some of the reasons that the people in the Peotone/Beecher area adamantly oppose the airport. One of the most sensitive issues is the environmental impact on the people now living in this region. Resolutions have been passed against the airport from the Villages of Peotone and Beecher, The Townships of Will and Peotone, as well as the Peotone School Board.

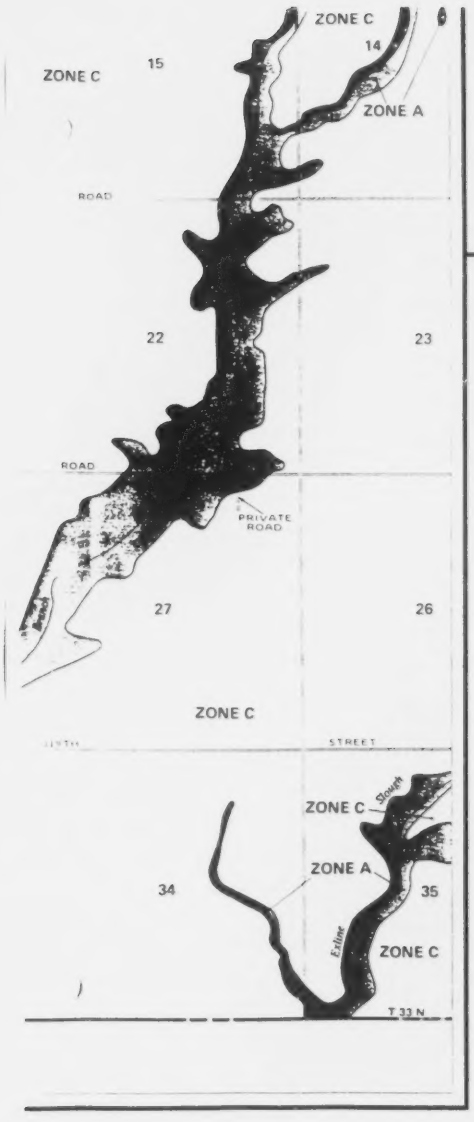
RURAL respects, supports and represents their wishes. We ask that this committee do the same. Thank you.



ILLINOIS - INDIANA REGIONAL AIRPORT STUDY
SCOPING DOCUMENT

PEOTONE SEARCH AREA

Exhibit 7
April 4,1990



...ed to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program at (800) 638-6620.

APPROXIMATE SCALE

2000 0 2000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

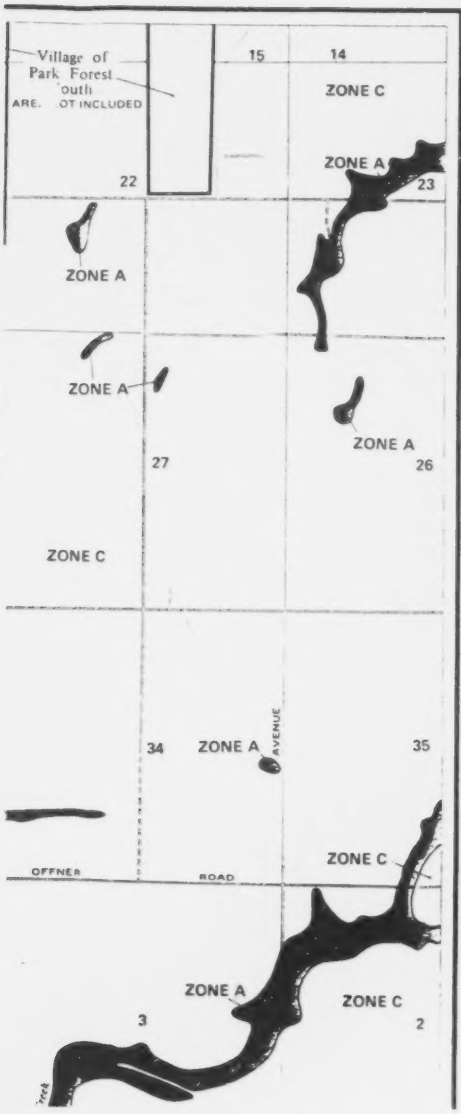
COUNTY OF
WILL,
ILLINOIS
(UNINCORPORATED AREAS)

PANEL 275 OF 350
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
170695 0275 B

EFFECTIVE DATE:
APRIL 15, 1982

Federal Emergency Management Agency



KEY TO MAP

500-Year Flood Boundary

100-Year Flood Boundary

Zone Designations*

100-Year Flood Boundary

500-Year Flood Boundary

Base Flood Elevation Line With Elevation In Feet**

Base Flood Elevation in Feet Where Uniform Within Zone**

Elevation Reference Mark

Zone D Boundary

River Mile

513

(EL 987)

RM7x

•M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

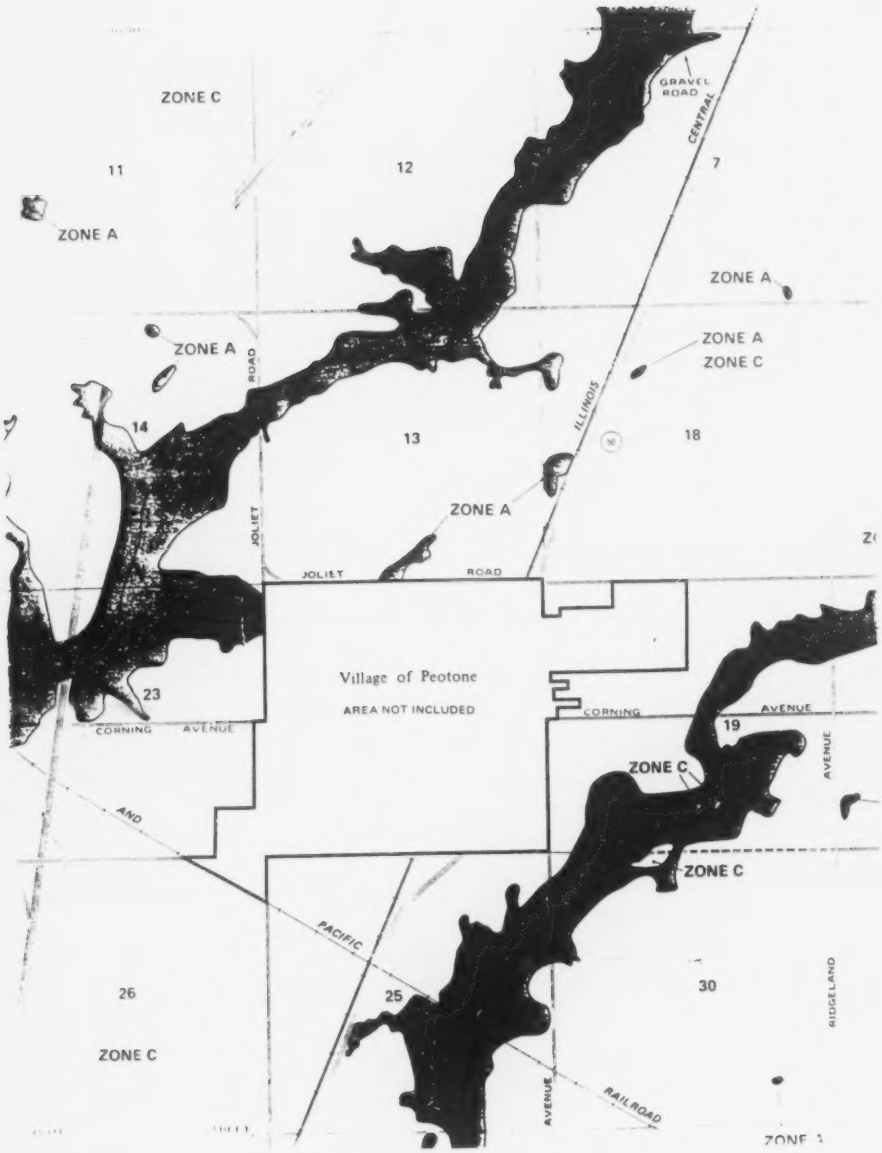
NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION
APRIL 22, 1977
FLOOD HAZARD BOUNDARY MAP REVISIONS


ZONE C
GRAVEL ROAD
CENTRAL
11
12
7
ZONE A
ZONE A
ZONE A
ZONE A
ZONE C
ROAD
ILLINOIS
14
13
18
ZONE A
JOLIET
JOLIET
ROAD
Village of Peotone
AREA NOT INCLUDED
23
CORNING
AVENUE
CORNING
AVENUE
19
AVENUE
ZONE C
AND
ZONE C
PACIFIC
26
25
30
RIDGELAND
ZONE C
AVENUE
RAILROAD

TESTIMONY OF OPPOSITION BY J. PACIFIC

I, Jerrold T. Pacific, as President and spokesman for the Third Airport Opposition Committee state that we are opposed to the building of [illegible] regional airport at the Bi-State Site and at all of the proposed common sites.

Although we agree with Samuel Skinner, Secretary of Transportation, that O'Hare is at its capacity and delays are excessive, we disagree with his solution, which is to build a third regional airport.

A common misconception surrounding the need of this proposed airport is that the overcrowding and delays are caused by a massive wave of humanity whose point of origin or final destination is O'Hare. The truth is that 50% of all passengers who fly into O'Hare are on their way to somewhere else because O'Hare is a major hub in a system known as the hub and spoke. This hub and spoke system was adopted by the major airlines after the industry was de-regulated in 1975. Although the hub and spoke supposedly offers more service to more cities, it also increased the number of take-offs and landings at its hubs causing delays and eroding the safety margin.

We wish to make it clear that we are not opposed to the hub and spoke system, nor are we in favor of regulating the airlines. However, we feel that some of the responsibility for this problem should be shouldered by the industry that created it. The airline industry should be included as a full voting member in the site selection process, and it should also be receptive to new solutions.

We also believe that the two options offered by the Bi-State Commission -- which are, either building a new airport or the no-build option -- are prime examples of a lack of vision. There is always more than one solution to a problem, and the best solution is not always the most obvious or the most expensive.

We believe that there already exists sufficient capacity to relieve congestion, reduce the delays, and meet the demands of the future. The capacity of which I speak is in the full utilization of existing infrastructure, such as the General Mitchell Airport in Milwaukee and the Gary Regional Airport in Gary, Indiana.

TESTIMONY OF OPPOSITION BY J. PACIFIC (CONTINUED)

We also believe that these two airports (or other similar existing airports, which are not now being used to their fullest capacity with appropriate improvements, could serve as reliever hubs in a regional system of airports. Our proposal affords the opportunity to utilize the resources that are already at hand, thereby meeting the region's needs for safe convenient air travel at a fraction of the cost of a new megaport. This proposal would be least disruptive to the communities that are threatened by the proposed airport.

We realize that in order for our proposal to work, it will take the full cooperation of the F.A.A., the Bi-State Commission, the airlines, and our political leaders. Therefore, if congestion, delays and inability to meet future demands are truly the real issues involved here, and not political egos, we respectfully request that our plan be given the opportunity for further study; and, if it is found to have merit, we request its inclusion into the Bi-State Study.

J. T. Pacific

CITY OF CHICAGO
OFFICE OF THE MAYOR

Richard M. Daley
Mayor

TESTIMONY
OF
ROBERT J. REPEL
Assistant to the Mayor
City of Chicago
before the
U.S. House of Representatives
Committee on Public Works and Transportation
Subcommittee on Aviation

Calumet City, Illinois
June 11, 1990

TESTIMONY
OF
ROBERT J. REPEL
Assistant to the Mayor
City of Chicago
before the
U.S. House of Representatives
Committee on Public Works and Transportation
Subcommittee on Aviation

Calumet City, Illinois
June 11, 1990

Thank you, Mr. Chairman, and members of the Committee, for providing this opportunity to speak to you tonight. You have convened this hearing to address one of the most pressing issues facing the country today -- the need for additional airport capacity for our national air transportation network, to maintain and increase the flow of commerce across our nation.

Chicago has stood at the center of that network since the beginning of the air travel industry. Therefore, as the Committee has recognized in convening this hearing in this location, the airport capacity issue in the Northern Illinois - Northwest Indiana region is of national, as well as local, importance. The way we address this issue here in this region -- the success or failure of our efforts, the wisdom of our choices -- will have national ramifications.

I am here tonight to speak in favor of locating a new airport for our region in the Lake Calumet area.

Since Mayor Richard M. Daley first suggested the Lake Calumet area as a potential airport site last August 1 (before the National Transportation Policy hearings sponsored by the U.S. Department of Transportation), there has been unanimity among public officials of all constituencies -- City and suburban, Illinois, Indiana and Wisconsin, Republican and Democrat -- that the Northern Illinois - Northwest Indiana region will need a major new airport if is to maintain its leadership position as the transportation hub of the nation. O'Hare and Midway Airports are reaching capacity. The delays and congestion at our present airports are already causing some air carriers to route some of their traffic elsewhere. The national air traffic system depends heavily on its Chicago hub, and that hub is under a great deal of pressure. Virtually all of us now can agree -- if this region is to maintain its leadership in transportation, and retain all the economic benefits and jobs that go with that leadership, we will need a new airport here.

With this fact beyond significant dispute, the next crucial question is the one this Subcommittee seeks to address today-- what is the best location for a major new airport? There are a variety

of ways this issue can be examined. For example, it can be asked, What are the costs of construction at the various sites? What are the relative impacts on homes, businesses and the environment?

All of these are important questions, and they should be addressed. But none of them can be dispositive. Any new airport will be expensive. Any airport will have significant impacts, of varying degrees, on homes, businesses and farms. Any new airport will have impacts, positive or negative, on the environment. These factors can, and should, be compared to inform one's judgment as to which site is best. But none of them get to the heart of the matter.

The key question to ask is, which site is likely to work the best as an airport? And in asking that question, one must keep in mind that there is a big difference between a large tract of land with a collection of runways and terminal facilities, and an airport. The key in selecting the best airport site is to determine which site is most likely to attract the largest number of aircraft, serve the largest number of passengers-- in short, to provide the greatest relief to our overburdened airport system, and provide the most attractive and usable airport capacity for our region.

An airport site can have all the other factors going for it, but if it is in the wrong place, it will be a failure. This is particularly true where, as is the case in this region, the new airport is to be built in an area where it will be competing with existing major airports. Just as people generally prefer conveniently located grocery stores, shopping centers or gas stations, they will prefer the more conveniently located airport.

If a new airport in the Northern Illinois - Northwest Indiana region is not at least as convenient to population centers of air travellers as O'Hare, it will not attract enough air traffic to cover its finances. It can be a multi-billion dollar white elephant. It can have a spanking new terminal, smooth, long runways, and a wide access road off the Interstate, but if it is too far away from most air travellers, most air travellers will continue to use O'Hare, or Midway. It will be much like the proverbial stood-up date: all dressed up and nowhere people go.

The Lake Calumet airport site, like any piece of real estate, has the three key advantages that recommend it: location, location and location. The Lake Calumet study area is roughly 16 miles from Chicago's Loop, the area with the region's largest concentration of air travellers. This is roughly the same distance from the Loop as O'Hare Airport. In contrast, of the four sites that were proposed by the Bi-State Policy Committee, the Gary site is 24 miles from the Loop, the Bi-State site is 30 miles away, the Peotone site is 32 miles away and the Kankakee site is 40 miles away.

The Lake Calumet site's proximity to its customer base, and the competitiveness of its location relative to that of O'Hare, make it much more likely to attract many more air travellers who otherwise would use O'Hare. The Lake Calumet Airport Feasibility Study compared the percentage of the region's originating air passengers who would use a Lake Calumet airport, instead of O'Hare, with the percentages who would use each of the other four sites in lieu of O'Hare, as calculated by Peat, Marwick & Main in a 1988 study commissioned by the Illinois Department of Transportation for the Bi-State Policy Committee. Both studies relied on a combination of population data and information on the propensity of individuals from various parts of the region to travel by air.

The Peat, Marwick study found that the other four sites would attract from 7.1 percent (Kankakee) to 12.3 percent (Gary) of the region's originating passengers. The Lake Calumet Airport Feasibility Study, using the same methodology, found that a Lake Calumet site would attract 32.8 percent of those passengers. Even taking into account that the Lake Calumet study assumed the closing of Midway airport to commercial traffic, a Gary site would only attract 23.7 percent of those passengers, <u>if</u> it is assumed that <u>all</u> Midway passengers would prefer Gary to O'Hare-- an assumption which is unlikely to be correct.

This strong passenger base is what makes the Lake Calumet site work as an airport. The other sites, because their locations cannot compete with O'Hare, would, at best, be "overflow" airports, handling only that traffic which could not be stuffed into O'Hare or Midway. This assumes that the airlines will route all that overflow to the new airport rather than diverting most connecting traffic to some other airport, in some other city, with a stronger passenger base which would permit the airline to operate more economically.

In contrast, the Lake Calumet site's location is the only site that can provide meaningful relief to O'Hare and Midway, since it has the potential to <u>share</u> the region's air traffic with those airports, rather than just to catch the spillover.

The Lake Calumet site's location creates its ability, unique among the sites under consideration, to attract originating and destination passengers. From this simple fact flow a whole host of other advantages:

> <u>Financial Feasibility</u>. The Lake Calumet airport will serve a passenger base large enough such that its <u>cost per passenger</u> -- the most important economic measure for the airlines who ultimately will use a new facility -- will be competitive with other airports nationally.

Financial Stability. The Lake Calumet airport, in attracting more originating and destination passengers, will have less financial risk than any other proposed airport site. Its location close to concentrations of air travellers virtually guarantees that it will always have a market to serve. Other sites depend on significant levels of connecting passengers to meet their projections of passengers served -- levels that are higher, as a percentage of total passengers, than at virtually any airport in the United States. These levels very well may not materialize (they would be virtually unprecedented if they did). And large amounts of connecting traffic put an airport at the financial mercy of the connecting airlines, who could easily route their connections to another airport offering a better deal. As a result, bond rating agencies, such as Moody's, consider higher projected levels of connecting traffic as making an airport's bonds more risky and will rate them lower, raising their interest cost to the airport and making them more difficult to market.

Economic Benefits. The Lake Calumet site will generate, by far, the largest economic benefits of any proposed site. By generating more aviation activity at its site, it will induce greater levels of other business activity as well. More passengers served means more demand for hotels, restaurants, rental cars and other travel-related goods and services. More of those businesses in turn creates more jobs and more demand for other goods and services to support those businesses and their employees, and so on. The Lake Calumet Airport Feasibility Study, using the same methodology as the Peat, Marwick study, projected that the Lake Calumet Airport would generate annual economic benefits in excess of $13.7 billion, and more than 206,000 permanent jobs. For comparison, the Peat, Marwick study projected that the next closest site, Gary, would generate annual economic benefits of about $5.8 billion and roughly 93,000 permanent jobs -- less than half of the impacts a Lake Calumet site would produce. The Lake Calumet airport might cost more to construct, but the return on the investment would be far higher than for any other proposed site.

There are other important advantages to the Lake Calumet site as well. It is the only site with an available funding source on the horizon that can cut dependence on federal grants and local taxes -- the Passenger Facility Charge recently proposed by President Bush. It has an existing access infrastructure that is the most developed of any site -- Interstates 90, 94 and 80, Amtrak, commuter rail and CTA are all nearby, as well as rail freight lines and the Port of Chicago. It provides the opportunity to reclaim a severely blighted area through a comprehensive environmental cleanup, making the project a net environmental benefit. These advantages are described in detail in the Lake Calumet Airport Feasibility Study, a copy of which is submitted

with this testimony for the record. This study contains far more detailed analysis and discussion of proposed airport layouts, airspace considerations, social, business and environmental impacts, economic factors, financial feasibility and capital financing than has been published for any other proposed site.

These advantages, though, are just a tasty dessert. The meat and potatoes of the Lake Calumet site's advantages are the passengers and airlines who will use the airport, much more than they would use an airport at any other site -- making the Lake Calumet site the site which would be most successful as an airport. And ultimately, it is an airport -- not a set of impacts and factors -- that we are setting out to build.

Once again, I would like to thank Chairman Oberstar and the members of the Committee for this opportunity to address you this evening.

STATEMENT OF HON. ELDRETH "ROCKY" RONDLET

Good evening ladies and gentlemen and thank you, Congressman George Sangmeister, for the opportunity to speak this evening.

I was very disturbed on the way the proposed airport was brought to my attention. The first time anyone in the Village of Burnham received notification of the proposed airport was when it first appeared in all major newpapers in the Chicago area and on cablevision. It was a stunning blow to myself, my fellow elected officials, and also to the residents of the Village of Burnham. I feel that Mayor Daley or his associates should have given us at least a notification of what was going on especially to me, the Mayor of the Village of Burnham. The way it was done was unspeakable and the thought of having an airport take over the entire Village of Burnham and part of Calumet City is appalling and I, along with Mayor Stefaniak of the city of Calumet City, are very disturbed at how this came about. I do not believe and cannot see any person wiping out the entire community such as the Village of Burnham for an airport or a runway. As I have stated many times previously, I will fight against this airport until hell freezes over.

I have attended many meetings and listened to the proposal that Mayor Daley and his associates presented. After a meeting in Calumet City, Mayor Daley invited both Mayor Stefaniak and myself to meet one-on-one. I stipulated to Mayor Daley at that time my feelings on the proposed airport. I was then informed by Mayor Daley that he would do his level best to change the runway that would go through Burnham and Calumet City so that it would not have to cross the boundary of Chicago. At that time, Mayor Daley seemed to be a very congenial person and I felt that he would work with our community. At that meeting Mayor Daley stated this was just a feasibility study. I have asked myself many times - if this was just a feasibility study, why would the city of Chicago spend over a million dollars?

On March 21st there was a meeting in South Holland with Mr. Jay Franke and his associates and they were discussing the possibility of a runway going through the Village of Burnham and part of Calumet City as if the meeting with Mayor Daley had never taken place. I asked Mr. Franke if Mayor Daley had mentioned the meeting I had with him. He responded "No" he had not talked to Mayor Daley, however, his counterpart did shake his head.

They keep implying that the people would not lose money on their homes, that they would receive a fair value on their homes plus $22,000.00 for moving expenses for any person within a 50-mile area. Let me tell you, that as close as I can determine, there are 1,092 homes in the Village of Burnham that would have to be removed for this airport or runway that would go through the Village. Many of our residents were born and raised here, their parents, and even their grandparents. Why separate us and take away our homes to please the Mayor of Chicago?

Yes, I can see all the jobs that would be created with the airport, but I can also see the damage to thousands of people, and this is more important to me than any feasibility study.

I have been in contact with the Mayors and Managers Association of the Northwest side of Chicago and they seem to feel the same way that I do. We also have 39 municipalities of the South Suburban Mayors and Managers Association that represent about 550,000 people and as far as I can see, we have their entire support.

Mayor Daley was asked over a year ago to get involved with the Aviation Committee. Now he wants to change the Aviation Committee to suit him. The Aviation Committee started out with 17 sites and they have narrowed it down to 4 sites without the feasibility study of the Chicago site. It appears that Mayor Daley now feels that the Lake Calumet Airport site should be included in the feasibility study with the other four sites.

I am going to make it a priority that Mayor Daley will not destroy our community. I feel very strongly against the Lake Calumet Airport site. My simple reason is that too many people would lose their homes, homes that they grew up in. Not only that, but also the people in the surrounding communities would be affected by the noise and air pollution. Nobody will ever be able to tell me differently.

I also question why does it have to take an airport to clean up the toxic waste? Why was it never done before? We have 61 acres of wetland that have not been considered.

Therefore, this evening I am placing before you my thoughts and concerns for the residents of the Village of Burnham. We do not want to see an airport or a runway within the Village of Burnham, period. We will fight to the end!

Thank you for the opportunity to speak to you this evening. I am certain that the Committee will do their best and think twice about the location of this airport.

OFFICE OF THE MAYOR

CALUMET CITY

"AN ILLINOIS CERTIFIED CITY"

ROBERT C. STEFANIAK

June 6, 1990

Congressman George E. Sangmeister
101 N. Joliet Street
Joliet, Illinois 60431

Dear Congressman Sangmeister:

As per your instructions in a letter dated 5/29/90, enclosed please find a copy of the written text which I will present on June 11, 1990, before the United States Congress House Subcommittee on Aviation.

Anoter copy of the written text has been expressed to Mr. David Traynham of the Subcommittee on Aviation in Washington, D. C.

I appreciate the opportunity to present this written testimony, and I am prepared to answer any questions from the panel in the time provided me.

Sincerely,

Robert C. Stefaniak
Mayor

RCS;cr

enc.

TESTIMONY OPPOSING THE LAKE CALUMET AIRPORT

HONORABLE CONGRESSMEN AND PANEL MEMBERS. CALUMET CITY APPRECIATES THE OPPORTUNITY, AT THIS HEARING, TO GIVE TESTIMONY OPPOSING THE LAKE CALUMET AIRPORT.

FIRST AND FOREMOST, I WANT TO MAKE PLAIN THE ASTONISHMENT THAT I AND THE CITY COUNCIL, ALONG WITH THE RESIDENTS OF THIS COMMUNITY, EXPERIENCED AT THE ANNOUNCEMENT THAT A PART OF THE PROPOSED LAKE CALUMET AIRPORT FACILITY WOULD OBLITERATE A NEIGHBORING COMMUNITY AND ABOUT 1/3 OF MY COMMUNITY. IT IS INCOMPREHENSIBLE THAT A STUDY LIKE THIS WOULD BE REVEALED WITHOUT SOME NOTICE OR CONSIDERATION FOR THE COMMUNITIES OUTSIDE THE BORDERS OF CHICAGO. AS SEPARATE COMMUNITIES CHARTERED UNDER THE STATE OF ILLINOIS, IT IS INCOMPREHENSIBLE THAT ANYONE WOULD LAUNCH A PLAN, AGAINST US, THAT WOULD DISPLACE SO MANY PEOPLE, LEVEL SO MANY PROPERTIES, SPLINTER OUR COMMUNITY AND OBLITERATE 1/3 OF ITS HOMES. THAT IS EXACTLY WHAT THE PROPOSED LAKE CALUMET AIRPORT WOULD DO.

WHILE CALUMET CITY IS APPROACHING ITS 100th ANNIVERSARY AS AN INCORPORATED COMMUNITY IN THE STATE OF ILLINOIS, THE LOCATION OF THE THIRD RUNWAY WOULD LEVEL THAT PORTION OF CALUMET CITY THAT IS NEWLY BUILT. SOME 1,200 HOMES ARE IN THE PROPOSED PATH OF THE THIRD RUNWAY. THESE HOMES ARE LOCATED IN THE AREA OF NEWLY CONSTRUCTED HOMES ON PRIME PROPERTY. 1,200 HOMES, BASED ON THE CURRENT AVERAGE FAMILY RATIO, WOULD MEAN DISPLACING BETWEEN 3,000 AND 4,000 INDIVIDUALS, INCLUDING THE DESTRUCTION OF NUMEROUS STRIP MALLS, ALSO NEWLY CONSTRUCTED AND OCCUPIED. OUR TAX BASE WOULD BE DIMINISHED.

IN THE AREA OF THE THIRD RUNWAY ARE THREE RECENTLY CONSTRUCTED CITY FACILITIES; A NEW POLICE FACILITY HOUSING OUR ENTIRE POLICE FORCE, COMMUNICATION CENTER AND VEHICLE STORAGE FACILITY OF LAW ENFORCEMENT

EQUIPMENT. A FIRE SUBSTATION WOULD ALSO HAVE TO BE SACRIFICED AS WELL AS A 3 1/2 MILLION DOLLAR CENTRAL LIBRARY FACILITY.

COMPOUDING THE DISPLACEMENT OF THE RESIDENTS AND BUSINESS PLACES, IS THE PLAN TO REROUTE THE GRAND CALUMET RIVER. IN THE PATH OF THE REROUTED RIVER IS A JUNIOR HIGH SCHOOL, A CATHOLIC CHURCH, A BAPTIST CHURCH AND SELFISHLY MY OWN HOME. THE REROUTED RIVER WILL DESTROY AN EAST/WEST THOROUGHFARE CONNECTING STABALIZED NEIGHBORHOODS WITH NEWLY CONSTRUCTED HOMES. THE RIVER WILL BE FLOWING RIGHT UP TO THE DOORS OF OUR LOCAL HIGH SCHOOL. TO FURTHER COMPLICATE CITY LIFE, THE RIVER WOULD CAUSE PROBLEMS ON TORRENCE AVENUE, A MAJOR THOROUGHFARE FOR TRAFFIC FROM CHICAGO TO A SUBSTANTIALLY COMPLETED SHOPPING CENTER WHICH IS THE LIFE BLOOD OF CALUMET CITY, RIVER OAKS. A MAJOR SECTION OF THE RIVER WOULD RUN FROM THE EAST END OF THE COMMUNITY AND THEN RUN ALONG TORRENCE AVENUE. IT IS INCONCEIVABLE THAT THIS MUCH OF MY COMMUNITY WOULD BE DESTROYED, CITY SERVICES INTERRUPTED AND VIRTUALLY WIPED OUT AND THE REROUTING OF OUR MAJOR SEWER SYSTEM.

CALUMET CITY, FOR ALL INTENTS AND PURPOSES, IS VIRTUALLY BUILT UP. TO DISPLACE 1,200 FAMILIES WITH THE PROMISE THAT THEY WOULD BE RELOCATED IS AN IMPROBABLE SOLUTION TO THEIR HEARTBREAK AND UPROOTING. THEY CHOSE TO COME TO CALUMET CITY AND FOR MANY THIS IS THE LAST HOME THAT THEY WILL HAVE IN THEIR LIFE TIME. THERE IS NO TRACT OF LAND OR VACANT AREA TO ACCOMODATE A DEVELOPMENT FOR 1,200 HOMES. PROMISES OF FAIR MARKET VALUE, MOVING EXPENSES, OR RESETTLING COSTS ARE NEBULOUS PROMISES WHICH OFFER NO COMFORT TO THE STABILITY OF LIFE THAT THESE RESIDENTS CURRENTLY EXPERIENCE.

THE DISRUPTION OF THE THIRD RUNWAY, THE REROUTED RIVER AND THE FOREST PRESERVE AREA OF OUR COMMUNITY, MEANS THAT WE WILL HAVE POCKETS OF

POPULATION THAT WILL BECOME ALIENATED AND SEPARATED FROM THE REST OF THE COMMUNITY. THE FLIGHT PATTERN CUTS ACROSS THE REMAINING RESIDENTIAL AREAS AND THE RIVER OAKS SHOPPING CENTER THAT ANCHOR OUR SETTLED COMMUNITY. BUSINESS VENTURES WOULD BE DISTURBED BY JET FLIGHT TAKE OFFS AND LANDINGS.

IT IS MY PERSONAL FEELING AND AS A MEMBER OF THE AIRPORT TASK FORCE COMMITTEE, THERE ARE ALTERNATE SITES UNDER STUDY WHICH WOULD PROVIDE THE DESIRED AIR TRANSPORTATION TO THIS AREA AND ELIMINATE THE AIR TRAFFIC PROBLEMS OVER MIDWAY AND O'HARE. AS A MEMBER OF THE TASK FORCE, IN WHICH I HAVE BEEN INVOLVED WITH FOR SEVERAL YEARS, I CANNOT SUPPORT OR TAKE PART IN A PLAN SUCH AS THE LAKE CALUMET AIRPORT PLAN. A CHICAGO PLAN WAS DISCOUNTED BY THE STUDY COMMITTEE SOME TIME AGO AND IT IS LIKE BACKTRACKING AND NEGATING ANY POSITION OF THE STUDY COMMITTEE TO CHANGE THE DIRECTION OF ITS STUDY AT THIS POINT.

IN CONCLUSION, I PLEAD WITH THIS DELIBERATING BODY, TO CONSIDER OUR CONCERNS AS VIABLE REASONS FOR NOT APPROVING THE INCLUSION OF THE LAKE CALUMET AIRPORT IN THESE DELIBERATIONS. WE ARE, TO DATE, A WELL DEVELOPED COHESIVE COMMUNITY THAT ONLY STANDS TO LOSE BUSINESSES, POPULATION, SCHOOLS, CHURCHES AND PUBLIC SERVICE FACILITIES. THIS IS A PLAN WHICH SHOULD BE DISCARDED AND THE ATTENTION SHOULD BE TURNED TO THE FRUITS OF THE CURRENT STUDY COMMITTEE OF ALTERNATE SITES AND/OR REDEVELOPMENT OF THE LAKE CALUMET AIRPORT PLAN SO THAT IT DOES NOT DESTROY OUR COMMUNITY.

HANK YOU FOR YOUR KIND ATTENTION TO MY PLEA.

PRESENTED BY ROBERT C. STEFANIAK, MAYOR

Remarks By:

Dan C. Stevenson

Board Member, Operation Stop Runway

To:

The Congressional Committee

on Public Works & Transportation

Subcommittee on Aviation

My name is Dan C. Stevenson. I am a resident of the Hessville section of Hammond, Indiana. My street address is 3017 Cleveland Street.

I want to thank Congressman Peter Visclosky for allowing me this opportunity to present testimony in opposition to the expansion of the Gary Regional Airport into Chicagoland's Third major airport.

I am somewhat disappointed that the notice of this hearing and the rules for presenting testimony were not given sooner so as to allow for adequate preparation time for an extensive presentation. However, I have prepared as much as I could in the time allowed.

I would like to note that I am a Homeowner and a Steelworker, not a professional lobbyist. Therefore, my presentation will be shorter and more to the point that the paid proponents of the Gary Airport expansion.

I have many reasons for opposing the expansion of the Gary Airport. The first, and probably biggest, reason is the adverse effect that a major jetport

(in Gary) would have on the quality of life for my family and all of my Hessville neighbors. When I speak of neighbors I speak of the entire Hessville community. If any of us had wanted to live by a major airport, we would have bought homes in Chicago, either by Midway or O'Hare Airports.

My concerns, along with those of my neighbors, are about; safety, increased air and water pollution, noise pollution, increased traffic congestion on an already over-crowded highway system, and the closing of U.S. Route 12 (which also serves in the capacity of an easternly access and evacuation route for Indiana Harbor.

When I speak of safety I not only speak of the safety of the community, I also speak of the airline passenger's safety. Along with the numerous oil refineries and chemical plants that could spell disaster for an entire community in the unfortunate event of a plane crash, there are numerous landfills, that attract birds, within 10,000 feet of the runway and therefore increase the risk of a plane crash due to an increased bird hazard. It is also my understanding that this is in direct violation of F.A.A. Regulations.

I am told by the proponents of the Gary Airport expansion that the chances of a plane crashing into someone's home or place of employment are one in a million. I now ask you, the same way I asked them at the time, if a plane were to crash, would you like to be the person to tell the surviving family members that "it was a one in a million longshot" but your loved one has been killed in a plane crash.

The possibility is there, and increased with the strong lake winds, of a crash upon take-off or landing at Gary Airport.

When I speak of air and water pollution, I speak of an area that is already an air quality "non-attainment" zone. It is a proven fact that air pollution is the biggest cause of water pollution. Even though there is much talk of the new technology that will be put on the newer modern jetplanes, it must be remembered that planes are used for 20-30 years and even longer. These planes will not have the new technology and will be adding to the pollution for 20-30 years and longer. In addition to the increased pollution from the jets, the added "highway traffic" going to and from the airport will increase pollution through the automobile exhausts.

When I speak of noise pollution I speak of an unbearable noise that has caused litigation and millions of dollars in damage awards in other major airport areas across the nation, including Chicago. As with the air and water pollution problem, I hear the new technology will eliminate the noise problems, but again the older planes will still be used for 20-30 years after the new technology comes in, and its still not here yet!

When I speak of increased traffic congestion, I am addressing a highway system that is already overcrowded. I am talking about daily bumper-to-bumper and even stand-still traffic on Cline Ave., the Borman Expressway, the northern portion of I-65, and U.S. Routes 30 and 41. In addition to these over-crowded systems, many of our local (neighborhood) streets are being used to bypass the daily congestion.

When I speak of the closure of U.S. Route 12, it might sound minor,but it is not. U.S. 12 is an easternly access and escape route for Indiana Harbor. In the event of a chemical catastrophy (or any other type catastrophy that would require an evacuation) U.S. 12 would be used. If U.S. 12 is closed that would create a dangerous situation by only having the bumper-to-bumper and stand-still Cline Avenue.

In addition to this, U.S. 12 is used by thousands of mill workers everyday from Gary to Indiana Harbor and back each day. If closed this would also add increased traffic to overburdened Cline Avenue.

In addition to those concerns just stated, I also have other concerns, including additional environmental concerns.

While I am not a member of any environmental group or actively involved in any environmental efforts, I do take my environment very seriously. The expansion of the Gary Airport would adversely effect the natural environment in the area surrounding the Gary Airport.

The expansion of the Gary Airport would spell doom for the Clark and Pine State Nature Preserve and it's endangered flora and fauna, many of which are ecologically ranked as globally significant.

In addition to Clark and Pine, the expansion of the Gary Airport would also call for the destruction of hundreds of acres of federally regulated wetlands.

Some of my other concerns include the almost certain closing of the Northern Indiana Public Service Company's (NIPSCO's) Dean Mitchell power plant. This plant's location would be in violation of F.A.A. regulations if Gary Airport is expanded. If the plant is relocated the taxpayers would be footing the bill for NIPSCO to enjoy a new power plant. If it is just closed and not relocated, NIPSCO would still benefit while it's employees suffer job loss.

The same can also be said about USX Corporation which could be forced to close a portion of it's Gary Works for the airport expansion. This scenerio (USX) is not definite yet.

Another item that concerns me is the almost certain closing of one hospital (St. Catherine's Hospital, East Chicago) and the possible closing of at least one more. As an employee of a major steel company (Inland Steel) it is important for me to know that in the event of an accident at work, adequate medical treatment is only minutes away. If St. Catherine's Hospital is closed because Gary Airport is expanded the nearest facility would be at least 15 minutes away and the route to it includes many railroad crossings that could further delay prompt medical treatment.

My final issue of concern is the possibility of my community being relocated. Many residents of Hessville are senior citizens and have lived in their homes their entire adult life. Dislocating these residents from their homes could have a devastating effect on them. While I, myself, am only 30 years old and only a Hessville resident for seven years, I do not want to move either. I love my home and I love my community. I have made plans on what I want to do in my home and what I would like to see in my community and being relocated would all but put an end to any of these plans.

Before concluding I would also like to go on record as being in opposition to Chicago Mayor, Richard Daley's proposed site for many of the same reasons. If an airport must be built,it is my feeling that there is only one site that is right for an airport. That site is currently not under consideration but should be. That site is Newton County's Colfax Township.

Thank-You for your time and consideration. I urge you to reject Gary Regional Airport as the Third Major Jetport for the Chicagoland Region.

STATEMENT OF DEBI SWIDERGAL

Allow me to begin by thanking Congressman Sangmeister for the invitation to speak on behalf of the opposition to a proposed third regional airport.

I am Debi Swidergal, of Peotone; and my interest in this project began in March of 1988, two years after relocating from the south suburbs of Chicago. I am on the Board of Directors of RURAL (Residents United to Retain Agricultural Lands). Although I will be specifically addressing the Peotone site, my opposition includes each of the Greenfield sites.

My day-to-day active involvement began after a conversation with my State Senator, Aldo DeAngelis. Our discussion was initiated on another topic, but the proposed airport was brought up and talked about at length. DeAngelis was responsible for writing the 1985 Senate resolution which reawakened the airport scenario of the late 1960's.

Never did transportation needs enter into the discussion. The scope of the project and reasons for it's support were of a concern to me. Therefore, I began researching the proposal's support.

The current proposed Peotone site is the same as proposed in the late 1960's by Everett Klipp. Klipp is a Peotone area land owner. At that time, he referred to the site as the Illinois International Airport.

This present study process has been set into motion due to findings by Peat, Marwick and Main. Their report has been highly criticized. Noticeably, one highly questionable area of the report was that of economic impact. This particular phase was studied and reported by sub-consultant group al Chalabis, LTD. It is curious why this same consultant was hired to re-visit their own questionable findings for the current phase of the study.

The Illinois Development Finance Authority sponsored an Economic and Fiscal Impact Report from the Center for Urban Economic Development at the University of Illinois-Chicago. Chicago Tribune reporter David Elsner's story was headlined "New Study Casts Doubts on Need for a Third Airport". Questioned was the claim that regionwide demand for the year 2020 of 65 million enplaning passengers. The IDFA suggested that attaining that number depends on the building of a third airport. In other words, the need is not proven.

It is important to remember the 1968 estimate of 60 million enplaning passengers projected for the year 1975 at O'Hare, has not even become reality in 1990, fifteen years later.

The thrust of airport support comes not from the impacted site areas, but from Southern Cook County. Notably, the South Suburban Mayors and Managers Association. Executive Director, Beth Ruyle, claims to have the support of 38 municipalities for this project. Two of those represented governments have confided to RURAL that they have never discussed the issue as a board.

A recently formed pro-airport group is the Third Airport Alliance. They claim support by, among others, Governors State University. This support has been denied by CSA administration.

These disclaimers lead one to wonder what other named 'supporters' can be questioned.

Vocal support from a local impacted area group for a Will County/Peotone airport facility is clearing missing.

At a recent meeting of the Citizens Advisory Committee,

Mr. Donald Corinna, Project Manager, made the statement that this is no longer a study, but a process, indicating that a no-build option would no longer be viable. (Senator DeAngelis was quoted during the same week making this identical statement, as reported in a local news publication.) Mr. Corinna's comment was disputed by TAMS Consultant, Roc VanGuilder who expressed there had not been determined a need, and the no-build option was still included in the study. This might dispute the alleged non-biased approach of this study, as DeAngelis is a part of the Commission and Corinna is the study's Project Manager.

For the purpose of the dissemination of information, the Third Regional Airport Information Clearinghouse was established. Mr. Ed Paesel was named Director. He is also the former Mayor of Sauk Village (the first municipality to endorse the proposal.) Prior to his retirement as Mayor, Paesel is quoted in the Hammond Times as saying "..he would like to get a job promoting a third airport..". The non-biased claim of the Clearinghouse becomes suspect.

These findings make me wonder exactly what is the supposed need for a third airport. Is it a transportation issue, one of economic development for Southern Cook County at the cost of today's rural lifestyle, or perhaps, even the desire by some to leave their mark on history.

If this is truly a transportation issue, why haven't alternative modes of transportation been thoroughly investigated?

Perhaps the proponents trying to locate an international airport facility in Peotone, based on their claims of purported need (still unproven) and economic development, would not be regarded with such suspicion if they were not so adamantly opposed to the proposed Lake Calumet site, in the City of Chicago. That site is within even closer proximity than the

Peotone/Southeastern Will County site.

Many suggested sites were not recommended for further studies in the Peat, Marwick and Main report, based on analysis of economic impact and little to no political support. I question the implied "very strong" support by public officials in Peotone and surrounding communities, as it does not reflect the opinions of the residents. Resolutions of opposition to the construction of an airport facility have been passed by: the Village of Peotone, the Village of Beecher, the Peotone School Board, Peotone Township, Will Township, as well as other local municipalities.

The people of these rural areas enjoy the quiet serenity offered in our villages and surrounding townships. We are opposed to the destruction of our lifestyles for a project such as the proposed airport. The extreme noise, pollution, increased taxes, the burden on our municipal services and educations systems are a few reasons why the people in the impacted areas continue to cry NO to this proposal.

Our local natural resource is the prime farmland in the area. Each day more farms disappear to progress, while the demands for food continues to increase. The business of farming and related supporting phases of businesses are what this area has been built on. The farmer keeps food on our tables around the world. We take for granted that it will remain a main export to other nations. We need to protect the fertile land, not support its destruction!

In 1990, it has become clear that we need to worry about the future of our very existance. This factor must be strongly considered in this current study. To quote astronomer Carl Sagan "..you are by an accident of fate alive at an absolutely critical moment in the history of our planet.." Let us be

responsible to future generations and be proud of our decisions today.

Another area of concern is the purported economic bliss we have been offered through this airport proposal. We have been told that no tax dollars would be used for the construction of the airport facility. When questioned about the certainly needed infastructure, Mr. Corinna and Ms. Ruyle assured us that no tax dollars would be used for this purpose. Monies would be provided by the Illinois Department of Transportation. It seems that we, as taxpayers, are the source of their funds.

Tax concerns need to be addressed. An airport, bringing with it rapid growth and development, is not the answer based on what is happening in Du Page County. To quote DuPage County Board Chairman, Jack T. Knuepfer "..For 40 years DuPage County taxpayers have heard the promise that development would lift the property tax burden. Instead, from 1950 to 1990, property taxes, minus the increase caused by inflation, have quadrupled".

An airport constructed at the Peotone site, 40 miles from the population center, would be a truly unneeded, unwanted blight on the planet.

In closing, thank you for your listening time. Please remember peoples lives, homes, businesses and futures are resting on the outcome of this project. The people of the impacted areas are taking to heart the FAA policy, which we have heard repeatedly, that an airport will not be located where there is no support. Here in the Peotone area that needed support is lacking. We only wish to continue the maintenance of our current lifestyles, chosen for the true benefits offered in a rural existance.

06.07.1990 11:36

UNITED STATES CONGRESS HOUSE SUBCOMMITTEE ON AVIATION

ATTENTION: MR. DAVID TRAYNHAM
SUBCOMMITTEE ON AVIATION
2165 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

TESTIMONY FOR THE JUNE 11, 1990 HEARING

THORNTON FRACTIONAL NORTH HIGH SCHOOL
755 PULASKI ROAD
CALUMET CITY, ILLINOIS

SUBMITTED BY: MR. CHARLES WISNIEWSKI
855 CHARLES STREET
CRETE, ILLINOIS 60417
(708) 474-6161

Post-it™ brand fax transmittal memo 7671 | # of pages > 3

To Charles Wisniewski	From D. Stevens
Co. Congress Sangamite	Co. C.C. Southern Suburbs
Dept. Amateur Hearing	Phone # 708 957 6950
Fax # 215-740-2036	Fax # 708-957-6973

I am pleased to have the opportunity to speak to you as a proponent of the Bi-State site. As the name implies, this site straddles the Indiana/Illinois line and, in many ways, could be shared equally by them. I believe this site provides a number of advantages that would make it the best choice for the building of a Third Airport for our region.

The general boundaries of the Bi-State search area are as follows: Goodenow Road on the north, two miles east of the Calumet Expressway/I-394 on the west, US Route 41 in Indiana to the east, and approximately three miles north of the Will/Kankakee County line on the south.

In terms of geographical location alone the site has the potential of providing exciting opportunities for cooperation between the States of Illinois and Indiana. A Bi-State Airport Authority would allow oversight by both states and would assure the sharing of the benefits of such an airport.

This site's outstanding ability to service both northwestern Indiana and northeastern Illinois cannot be overstated. The northern limit of the Bi-State search area lies only 14 miles south of the Chicago city limits and 15 miles south of Gary/Hammond, obviously in close proximity to the major urban center of population. The Calumet Expressway (I-394) extends to the northwestern end of the site, US Route 41 borders the east end of the site, Interstates 80/294 are only 11 miles to the north, and a potential new expressway south of the Bi-State serach area connecting Interstate 65 in Indiana with Interstate 55 in Illinois would provide additional expressway access. Mass transit connections are feasbile via the Illinois Central Gulf Railroad, the Missouri Pacific System in Illinois, or the Seaboard System just east of the site in Indiana.

There exist no incorporated communities within the Bi-State search area, and the vast majority of the area is either rural residential or agricultural. This character of the area would enable an airport to be built with minimal relocation of current residents, yet it would be located extremely close to urban population centers. The site is large enough to allow for the acquisition of sufficient acreage to provide for future expansion and growth without negative impact on the communities in the area. In my view it is critical that we have a site that is expandable and useable well beyond the next 30 years and is not constrained from future growth by existing residential communities. This would eliminate in advance the problems of noise and congestion that have too often plagued areas throughout the nation that surround airports.

The preliminary airspace analyses indicate that the Bi-State site can work well with existing airports remaining in full operation. It is vital that the location chosen for the Third Airport be such that it would add capacity to current airspace and not require the closing or limiting of existing airport facilities. The Bi-State site meets this requirement and would allow Midway, O'Hare, and

Gary Airports to remain operational.

To summarize, I believe that the Bi-State site best meets the six criteria by which each site will be judged: airspace, human resource implications, natural environmental issues, vehicular and mass transit ground access, cost, and service capability. In addition, the prospect of Bi-State cooperation with a sharing of resources, oversight, and the benefits of an airport make the Bi-State site the best choice for the entire region.

Submitted by:
Mr. Charles Wisniewski
Crete, Illinois 60417

ADDITIONS TO THE RECORD

Clem Balanoff
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Committees:
Energy, Environment & Natural Resources
Labor & Commerce
Consumer Protection
Appropriations I

Select Committees:
Children
Aging
Economic Development

June 11, 1990

To: Congressman George E. Sangmeister and Members of the House Committee on Public Works and Transportation, Sub-Committee on Aviation

It is unfortunate that there will be no one testifying here tonight from the areas that would be most directly affected by the proposed Lake Calumet Airport. The overwhelming majority of people in our community oppose the Lake Calumet site because of the dramatic and devastating effect it would have on all of our lives. Our reasons are many and varied and include:

- Entire communities which are very close-knit and long established in the history of this area would be wiped off the map.

- Approximately 9,000 homes, which shelter families who would have difficulty finding comparable affordable housing elsewhere, would be destroyed.

- Commercial and industrial enterprises which now provide 10,000 jobs would be moved or eliminated.

- The environmental clean-up that would be needed is an exceedingly complex and formidable task. The area has a total of 51 dump sites which have accepted toxics at one time or another in their history. The severity and extent of contamination of the groundwater is unknown. The legislature approved a groundwater study last year, but the Governor vetoed it. Thorough study would be needed to formulate a clean-up plan, and the clean-up itself would be incredibly costly. It is not simply a matter of contouring and paving over the toxins as some from the city have said. Our community deserves to be cleaned up because people live here and are dying because of years of dumping.

-more-

(Recycled Paper)

- The environmental impact of the noise and traffic congestion produced by the airport would unfavorably affect the area surrounding the airport.

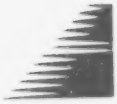
- Valuable wetlands would be destroyed--wetlands our ecosystem can ill afford to lose.

Those complaints are just the tip of the iceberg when it comes to our community's opposition. If there are any subsequent hearings of this Sub-Committee on Aviation, I would appreciate being notified. I want to testify in person, to do everything possible to prevent the siting of the proposed airport in the Lake Calumet area and our community deserves to be heard.

Thank you.

Sincerely,

Clem Balanoff



AVIATION SYSTEMS RESEARCH CORPORATION

For Release
10:00 a.m. EST
Monday
June 11, 1990

PROSPECTS FOR A THIRD CHICAGO AIRPORT

Statement of:

Michael J. Boyd
President
Aviation Systems Research Corporation
14062 Denver West Parkway
Golden, Colorado 80204

Before the
Subcommittee on Aviation
Committee on Public Works and Transportation
House of Representatives

Mr. Chairman and Members of the Subcommittee, I appreciate the opportunity to present my views today on the selection of a reliever airport in the Chicago area. Our views are derived mainly from our most recent study on airport capacity, "America's Airport Capacity Needs -- A Futurist Approach".

In my remarks today I will provide a brief summary of the Federal Aviation Administration's (FAA) decision to advocate a third Chicago airport, as well as a discussion of the rationale underlying the addition of new airports to the nation's air transportation system. I will then address issues raised by our study highlighting our concerns for the proposed airport and the implication of the shift of new capacity to the Chicago area.

My remarks will be fairly general in nature and in many respects deal with the FAA's forecast on air service demand. I should say at the onset that the FAA's forecast clearly documents the growing problems facing our air transportation system today and provides an excellent discussion of the current airport demand levels.

BACKGROUND

Inadequate airport capacity has resulted in one of the most debilitating problems facing our nation's transportation system today. The lack of capacity in several key cities has forced tremendous deficiencies, thereby potentially limiting the nature of growth in air service development. It has also caused numerous delays and inconvenienced air travelers.

In providing support for the proposed Chicago airport, the FAA's recent projections suggest that by the year 2005, Chicago O'Hare is expected to reach nearly 46.7 million enplanements. Furthermore, the FAA predicted that both Denver and Dallas/Fort Worth will exceed Atlanta as the second and third largest

airports by 1995. The Agency's projections estimate that the Dallas/Fort Worth airport could surpass Chicago as the nations' busiest airport with operations forecasted to reach 1.1 million by 2005.

The near certainty with which FAA presents its proposals is underscored by the conventional wisdom which suggests that the addition of new capacity to the United State's busiest airport will result in a more direct solution to capacity deficiencies.

In a large part, this recommendation by the FAA arises out of its frustration with the worsening capacity problems and the agency's inability to develop a solution, as well as the slow pace of air traffic control development and the difficult modernization process.

The implications of this agency decision, however, are intensified by the current budget constraints and real limitations on airport spending. Any federal funding of additional airports must be initiated with considerable discretion and care taken to insure the proper selection of a region with the greatest prospects for development.

THIRD CHICAGO AIRPORT

I am concerned that these recent FAA proposals, namely the addition of a Chicago-area airport, may be counterproductive and may injure efforts to provide a long-term solution to capacity improvements.

Our own study concludes that growth will occur at much slower rates that those projected by the FAA. In only two of twelve hub airports, Atlanta and Los Angeles, will the present growth continue. Furthermore, Chicago O'Hare airport will

experience enplanements in the year 2,000 not to exceed 30 million passengers -- well under the FAA's current projections.

Demographic and economic factors will result in lessening pressures on today's major carrier hubs and increase demands upon smaller communities' facilities. The FAA itself reserves its fastest growth rates for medium-size cities. The Agency acknowledges and even anticipates that some carriers will continue to modernize and establish hubs at medium or small cities as alternatives to the larger hubs. Just as Washington-Dulles grew significantly following United Airlines hub development, so will other unexpected airports become subject to unforeseen demand.

Such traffic projections cannot be characterized easily by forecast principles -- rather by analysis of corporate planning. The FAA forecasts provided little evidence of analyzing trends in airline planning.

Furthermore, the FAA relies little on market analysis and regional economics. Their original studies calling for a new Denver airport evidenced the small amount of attention paid to early indications of regional decline. FAA projections have consistently predicted substantial growth for Denver through the year 2000, with enplanements growing from 16 million in 1987 to over 33 million in the year 2000. Yet traffic actually dropped nearly 15% between 1987 and 1989 causing us to again recommend against present plans to construct the new Denver airport.

In addition, airlines will not need the value of incremental feed at big hubs redirecting application of small aircraft into other missions. Nineteen to sixty seat aircraft, equipment utilized today by regional carriers, will begin feeding smaller hubs and be utilized on point-to-point missions.

Just as trends in consolidation and concentration changed the structure of the airline industry, the process of globalization could also have pivotal implications for the capacity requirements of the aviation of the future. As more U.S. carriers form joint marketing agreements or combine through mergers with foreign carriers, domestic hubs will again change composition.

Furthermore, we do not expect economic growth to continue throughout the early 1990s. A potential recession could quickly slow traffic growth in the business centers causing further erosion of the FAA forecasts for these cities.

CAPACITY SOLUTIONS

National airport planning must depart from short-term problems, and begin to address those issues we will encounter in the next century. For those capacity problems requiring our immediate attention, we respectfully submit that much of the solution can be arrived at by making our current facilities more productive and efficient.

Several potential solutions could lead to the reduction of this most debilitating problem in aviation. First of all, new capacity could be generated by new more closely spaced runways. Secondly, improved airspace management could significantly increase capacity. The addition of further automation to improve air traffic control and to provide for instant weather reports would also provide further efficiencies.

But most importantly, the FAA must move to address the airport capacity problems which the nation will face in the next century. These problems can no longer be addressed by the Agency's existing forecast methodologies.

National demographic shifts, regional economic conditions, carrier business strategies, as well as projections for systemic changes in the airline industry all must form the foundation of future forecasting. Merely projecting the growth of air travel into the next decade is misleading to states, and communities, as well as the Federal government into planning new airport facilities.

America will need additional airport capacity, but the real pressure points will gravitate toward mid-size cities, not Chicago or Denver. It will be cities such as Lincoln, Nebraska and Albany, New York, which will experience the most pressing needs for new facilities.

In cities such as Chicago and Denver, where airlines operate connecting hubs, traffic growth will level off in the next decade as mega-carriers begin spreading resources more evenly, with less concentration at today's large hubs.

Cities which rush headlong into building new airports based on current traffic projections may find themselves saddled with expensive over capacity for several years into the future.

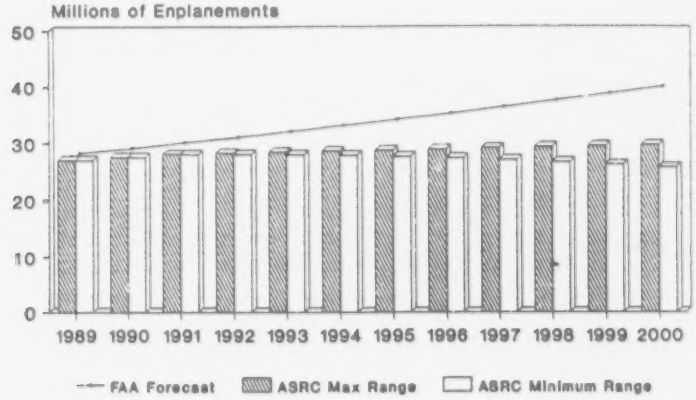
I believe that very expensive short-term solutions are not the answer to capacity problems. Rather, we must address airport capacity needs within the context of the future. Committing billions to new airports at Chicago and Denver may be a good investment for their local economies, but it will come at the expense of the nation's air transportation needs in the 21st century.

Chicago - O'Hare: Rapid or Gradual Growth

Appendix A

ASRC PROJECTS SLOWER INCREASES IN ENPLANEMENTS THROUGH YEAR 2000

The graph below illustrates Chicago O'Hare traffic growth projections based upon FAA methodology, compared to projecting "hard" (true local O&D) traffic growth separately from "soft" (connecting enplanement) traffic growth.



ASRC Maximum Range projections are based on an assumption that hubbing carriers will not reduce connecting activities at the airport, and such "soft" enplanements will grow commensurate with growth in national economic indices. Local O&D traffic is projected to grow at a rate commensurate with a composite of local and regional indices.

ASRC Minimum Range projections follow the above methodology, but assume a gradual reduction in hubbing activity, to 95% of the 1990 rate by the end of the decade. We submit that as the decade progresses, airlines will selectively reduce some hubbing activity, replacing it with more non-stop service between mid- and smaller-size communities.

Source: America's Airport Capacity Needs - A Futurist Approach, (C) 1990 ASRC

CHICAGO SOUTH SUBURBAN MASS TRANSIT DISTRICT

2800 FLOSSMOOR ROAD • FLOSSMOOR, ILLINOIS 60422 • PHONE (708) 957-5232

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P. ZIGLEZIMSKI, Olympia Fields
A.G. FRAZIER, SR., Rainbow Park

STATEMENT OF THE CHICAGO SOUTH SUBURBAN MASS TRANSIT DISTRICT RELATIVE TO A THIRD AIRPORT IN THE GREATER CHICAGO METROPOLITAN AREA

My name is Ronald P. Haney. I am a member of the Board of Trustees of the Chicago South Suburban Mass Transit District, representing the Village of Flossmoor. I serve as Vice-Chairman of the Board's Public Relations Committee and am a member of the Board of Directors of the Illinois Public Transit Association.

John D. Rita, who is Chairman of the Board of Trustees of our Mass Transit District, also serves as Co-Chairman of the Third Airport Committee of the Chicago Area Transportation Study (CATS).

The District came into being in 1967 and was the conduit for funds furnished by the Federal Government and the Illinois Central Railroad with which it purchased 130 double-deck and air-conditioned Highliner Commuter cars constructed by the St. Louis Car Company. Some ten years later, when the growing south suburban area needed additional rolling stock, the District was the legal entity through which 36 additional Highliners, constructed by Bombardier, Ltd., of Canada, were acquired. At this time, the entire Highliner fleet, now operated by METRA (as successor to the Illinois Central Railroad), is owned by the District.

In addition to its rail cars, the District is the owner of 40 re-conditioned buses of the PACE fleet, of the commuter line extension lying between Richton Park and University Park and of the commuter station facilities and the electrical sub-station, both located at University Park.

The District is composed of fourteen cities and villages, located along the METRA/ELECTRIC right-of-way, each community being represented by a trustee selected by its own governing body. Thus, the District antedates the RTA, METRA and PACE and continues to bring to the attention of these agencies the needs and desires of the commuting public in this area.

Almost from its inception, the District has shown a very strong interest in the location of a third Airport within the Greater Chicago Metropolitan Area. One of its former Trustees, Everett Klipp, prepared a detailed study of a south suburban site in the early seventies.

The District fully supports the concept of such a Third Airport at this time. It further recommends that the selection of a site not be delayed beyond July, 1991, in order that the finalization of detailed plans and the construction itself may proceed in a timely and orderly manner. In furtherance of this goal, the District is firm in its resolve that the suggested Lake Calumet site be included in the study currently funded by the Federal Government, which is already considering the Bi-State, Peotone, Kankakee and the Gary sites, rather than a new and separately funded study limited to Lake Calumet.

Wherever the Third Airport is located, it is imperative that mass transit facilities, in the form of fixed rail and bus service, be incorporated in the overall planning. In this connection, extension of the present METRA/ELECTRIC commuter

line, beyond its present terminus at University Park, offers certain advantages worthy of in-depth study.

The District welcomes the opportunity of cooperating with all of the interested agencies and of adding its 23 years of experience to the selection of the Third Airport and the augmentation of surface transportation to that site.

****

June 7, 1990

George E. Sangmeister
Member of Congress
274 Centre
Park Forest, Illinois 60466

Dear Mr. Sangmeister:

We the members of the Citizens Against Lake Calumet Airport (CALCA) believe that your Congressional Sub-Committee selection process is unfair and discriminates against the political interests of the residents living on the South East Side of Chicago. This is the area directly affected and impacted by the airport, the evidence is abundant to justify our belief and the best to our knowledge this is the following: First not one elected official who opposes the Airport from the Southeast side of Chicago was invited to testify before your Sub-Committee. This is a clear example of a total disregard for our political representation. If only elected officials who oppose the Airport are from the suburbs, the committee members may believe that Chicago elected officials are in favor of the Airport, including the local elected officials from the area. This is a blatant act of political exclusion and this omission does not accurately reflect official or political reality. No Alderman, no State Representative, no State Senator, no Committee Men, in other words we have no representation.

Remember Robert Repel represents the mayors office, he can claim the title but he can't Claim the People.

We insist that our letter and statement of opposition be included in the official record and transcript of the committee's proceedings and hearing.

CALCA
Citizens Against Lake Calumet Airport
13142 South Avenue O
Chicago, Illinois 60633

312-646-0119

South Suburban
Mayors and Managers
Association

Bill W. Baltha
President

Seth Royle
Executive Director

June 11, 1990

TESTIMONY TO THE

PUBLIC WORKS COMMITTEE

U.S. CONGRESS

The South Suburban Mayors and Managers Association represents 39 municipalities in South Cook and Eastern Will Counties with a total population of 550,000. Our organization is charged with technical assistance to our members, and in that capacity, we have had a long history of involvement in the push for development of a third major airport for the Chicagoland area. Beginning 20 years ago with our co-sponsorship of an airport study, and extending to the Bi-State Study currently underway, the Association has supported construction of a new airport to be located in the southern metropolitan area. We have recognized from the start that such a facility is needed for transportation and economic development purposes. Without a new airport, the area will experience greater difficulty in developing the diversified economic base that is crucial to the region.

Findings of the technical study that was originally commissioned by the FAA demonstrated that the existing facilities at O'Hare and Midway Airports cannot meet the Chicago metropolitan region's anticipated needs, and consequently, construction of a third airport is necessary. We believe that such a facility logically should be sited in the south metropolitan region for several reasons: e.g., excellent existing and expandable transportation access; proximity to people underserved by current airport configurations; and the availability of buildable land that could allow for the development of an airport now and still leave room for future growth with minimum impact on established residential or commercial areas. Failure to build a third airport will ultimately mean the loss to the metropolitan region of millions of dollars in revenue and large numbers of jobs. Chicago could easily fall from its pre-eminent position as a leader in the U.S. transportation network.

CHICAGO SOUTHLAND
1154 Ridge Road, Suite 100 • Homewood, Illinois 60430 • (708) 957-6970

It is the belief of our membership that the Chicago Airport Site Selection/Master Plan study now underway should be supported wholeheartedly and permitted to move in an orderly fashion to its conclusion. The original intention of the study was to recommend an airport site after objectively evaluating criteria outlined by the FAA. Those criteria, delineated in the National Environmental Policy Act, include airspace, human resources, natural environment, ground access, cost, and a projected operational date. The study's purpose is to determine the best location for the airport, and we contend that is precisely what should be allowed to take place. Political considerations should not be the determining factor in choosing an airport location; the objective conclusions that will be reached as a consequence of the study process should be given the greatest weight in making a decision with such serious ramifications for current metropolitan residents, and for the nation as a whole.

Sincerely,

South Suburban Mayors and Managers Association
Manny Hoffman, Chairman, Airport Task Force

To be submitted for the record:

STATEMENT OF JOHN JOHNSON

CHAIRMAN OF THE BOARD - I G TECHNOLOGIES, INC. &

REPUBLICAN CANDIDATE FOR U.S. HOUSE OF REPRESENTATIVES

(FIFTH DISTRICT OF INDIANA)

TO THE SUBCOMMITTEE ON AVIATION OF THE

HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE

MONDAY JUNE 11, 1990

Thank you for the opportunity to appear before you this evening. My name is John Johnson from Valparaiso, Indiana, and I am the Republican nominee for the U.S. House of Representatives from the Fifth District of Indiana, the seat currently occupied by Mr. Jontz. I am speaking this evening, however, not as a candidate, but as a businessman, business traveler and a concerned resident of Northwest Indiana.

My comments are offered against the background that I have worked in industry in Northwest Indiana for fifteen years, both in Gary and in Valparaiso. I am the chairman of the board, founder and former owner and president of I G Technologies in Valparaiso, the business of which took me to three other continents and numerous of our fifty states, almost always by commercial airlines flying out of O'Hare Field. I am also a member of the Board of Directors of the Northwest Indiana Forum.

From the outset of its mention two years ago as a candidate for the "Third" major Chicago airport, I have been a backer of the Gary site. My reasons can be summarized quite simply:

First, I feel that Gary is a much better "second" airport site than is Chicago Midway, which I use on trips to a number of domestic destinations. The transportation to and from the Gary airport is clearly better and less congested than that to and from Midway Airport, including traffic between the Loop and Midway. I would also presume that there must be less air traffic interference between Gary and O'Hare than between Midway and O'Hare.

When Mayor Daley announced his Lake Calumet proposal, which comprehended a limiting of traffic at Midway, I immediately issued a public statement that he had made stronger the case for a Northwest Indiana location, specifically Gary.

Second, as one who worked at the U.S. Steel Gary Works at a time when that mill alone employed almost three times as many people as it does currently, I am acutely aware of the need for economic revitalization for the Calumet Region of Northwest Indiana. The construction and operation of a major airport is one of the few ideas ever advanced which could provide the number and pay level of jobs which were lost to the area through the modernization and rationalization of the steel industry. I am neither a businessman nor a politician first and foremost, I am a human being who recognizes an interest in the welfare of my fellow human beings, and this compels me to be interested in advancing any realistic idea affording the benefits that are presented by the "third major airport" concept.

Any major airport, just as any major road, will provide an

economic boon to the areas in proximity with it. A Gary airport would provide boon to Valparaiso, to its southeast, and to points as far south as Rensselaer and Monticello. Equivalently, a Newton County site would provide benefits to Gary.

I have not withdrawn my support for Gary, but there are undeniable considerations which suggest that Gary is not the most viable site for the airport being sought by the Bistate Commission. In November, I was unsuccessful in recommending to my fellow members of the Northwest Indiana Forum Board of Directors that we should consider a back up Indiana site in the event that Gary would not be favored by the Commission, but that is the recommendation which I would like to see followed by Secretary of Transportation Skinner, by the Bistate Commission, and by any report which might be issued by this Sub-Committee.

As such a back up site, I feel that the people of Airport Indiana in Newton County have made a credible case for inclusion of their site in the Bistate Commission study if, as appears to be the case, the Lake Calumet site is to be considered. I am not qualified to comment on the technical merits of the site, but I am able to state both that the distance from "the Loop" is an overblown objection to the site and that this site would generate economic benefits not only to Newton and Jasper Counties, but also to Lake, Porter and White Counties in Indiana and to the southern suburban areas of Illinois and even to the southern end of Chicago.

Dealing first with the practicalities of the distance from the

Loop, the simple fact is that air travel is not heavily oriented toward city center to city center travel; if it were, the airlines would not have so successfully thrashed the railroads. Manufacturing businesses and, increasingly, service businesses locate themselves along the major traffic and rail arteries which provide transportation for goods. While it may be a serious problem that the manufacturing base of the city of Chicago has shrunk, the fact is that it has shrunk, and building an airport within the city limits will not regenerate that base. The Tri-state Tollway, or I-294, is dotted with employers who were not there when the road was built thirty-three years ago, and the expansion of that road and the building of expressways further west of Chicago are proof that the locus of wealth generating economic activity does not lie within the city, but rather around the city. The counties of Northwest Indiana have become a major area for new growth for that activity. While in miles the south suburbs of Chicago may be closer to O'Hare Field than to the Airport Indiana site in Newton County, the rush hour travel time differences are not significant - if they exist at all.

The veracity of this claim can be ascertained by travelling with me from O'Hare to Valparaiso after arriving on any mid- to late afternoon flight.

Of course, as numerous examples from Dulles to Dallas - Ft. Worth --and indeed, O'Hare Field-- attest, new airports also ultimately generate their own air traffic demands, and an Indiana

airport site in Newton County or Southern Lake County would be no exception - and at this time the Newton County site is the only such site "on the table."

Of equal relevance to those of us who have lived and worked in the Northwest Indiana environment for many years, however, is the knowledge that not only does such a site not have a significant distance drawback, it has the dramatic benefit of providing an opportunity for growth in jobs and wealth for the people of Northwest Indiana. Ours is an area with a large minority population and with substantial under-employment of a population which could handle producing steel in the heat of our summers and the cold of our winters; our people would much prefer using their skills and work ethic to capitalize on the opportunities of an airport than to remain underutilized or subsidized.

Newton County presents uncommonly good agricultural land and produces some of the finest pork in the U.S., but it also presents the three "L's" that are so essential in any real estate undertaking: location, location and location.

Northwest Indiana is <u>the</u> location for a properly sited new airport. If Gary does not meet the criteria to be required by the Bistate Commission and the Secretary of Transportation, then I feel that the residents of Indiana and the air travellers of the midwest are entitled to have the Airport Indiana site considered.

Thank you for any assistance you can provide and for your courtesy.

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